

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BASINGSTOK.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

Novelty Display,

Featuring the Latest Fancy Ties from London.

Fancy Spot Foulard Border Silk Handkerchiefs,
with open-end Tie, and Bow Tie to match, complete \$9.50

Madder Foulard Border Silk Handkerchiefs,
Open-end Tie to Match complete \$7.50

Also a New Range of Club Stripe open-end Ties,
Heavy quality, Silk Assorted Stripes, each \$3.00

Mackintosh

and Co., Ltd.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

TELEPHONE 29.

EXPANDED METAL

FOR PLASTER WORK AND RE-IMPROVED CONCRETE CONSTRUCTION

AS
USED IN
NUMEROUS
IMPORTANT
WORKS
IN



FOR
FLOOR.
ROOF.
FOUNDATION.
WALL.
ETC.

GREAT BRITAIN AND AMERICA.

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Questions for description of Machinery or Engineering Plant on application to
DODWELL & CO., LTD., Machinery Dept.

RAILWAY TRAGEDY AT HANGCHOW.

HOW CAPTAIN FENWICK MET HIS
DEATH.

As so many inaccurate accounts of the distressing accident to the late Captain Fenwick have appeared, Dr. C. Frederick Strange, Superintendent of the O.M.S. Hospital and Medical College at Hangchow, sends to the N.C. Daily News the following description of what actually took place.

With my family, I travelled from Shanghai to Hangchow on the 2.50 p.m. train last Friday. Captain Fenwick was a first-class passenger on the same train. When we arrived at Hangchow about 7.15 p.m. it was dark and raining. The train was just coming to a standstill at the platform when Captain Fenwick was crossing from the 1st to the adjacent 2nd class carriage when he fell between the two carriages on to the metals and the wheel of the carriage crushed him between it and the line and in this position he was pushed along for 15 yards when the train came to a standstill. When I knew a man was there, though at the time I did not know positively whether a Chinese or a foreigner, I jumped down under the train and tried to extricate him, but found this impossible until we had the train backed from off his body. From the position I found him in and from other evidence he undoubtedly fell between the carriages. As he never uttered any cry of distress in all probability he fainted before the fall and his injuries were such as were incompatible with life.

In England such an accident would be an impossibility as all coaches connected with each other are screened between the carriages—but in the American style of carriage which obtains on this line anyone might meet with a similar accident and I regard them as especially dangerous to old people and children.

As far as I can make out only one person actually saw him fall and that was one of the Chinese guards on the platform who immediately took steps to have the train stopped at once.

Unfortunately the deceased never showed any signs of consciousness, and though he was breathing when I extricated him no response was forthcoming to questions put to him.

The tragedy was a pure accident and no blame as far as I can see is attributable to anyone.

KWANGSI TROOPS IN HUNAN. WHY THEY REMAIN.

The Changsha correspondent of the N.C. Daily News writes:

It is an interesting fact that while the Changsha daily paper which printed the terms of the treaty made between Generals Wu and Chang-gate prominence to the condition that the Kwangsi troops were to withdraw to Laokuan, a small place on the Kwangsi border, it omitted all mention of the item about the Kwangsi troops. Whether the omission was made by the Hunan Government when handing in the terms of the treaty or by the newspaper editors after they had received them I cannot say. The only reason I have heard advanced for the omission is interesting.

I am told that the presence of the Kwangsi troops for the time being is most desirable. From every road by which the defeated Hunan troops have returned, the same sort of news is arriving—looting, looting, looting. So far it is not the sort of looting which was done by Chang Chin-yao's myrmidons. There is comparatively little wanton destruction. Boxes are smashed open and the contents tumbled out. What takes the fancy of the looter is looted; what does not, is left. One man loses his bedding, another his clothes. Money is, of course, never left if noticed. The loot is being brought into the city with the help and connivance of the city guards. No one is dreaming that the looters will be satisfied with what they have got in the country. There is much dread of what is likely to befall the city. For this reason, it is desired that there shall be troops from another province.

FOREIGN TROOPS HELD UP.
News has come in to-day by wire that the tugs of both Butterfield & Swire and of the Japanese company have been held up near the city of Yuanjiang and \$300 or \$400 taken from each of them.

For the first time for over a week, launches are again starting for Changteh, Siangyin and elsewhere.

It is said that a goodly number of soldiers are taking a small scale of money, giving up their rifles and going home. They are being sent off from the city as fast as possible.

GUNS AT ICHANG BUSY.

H.M.S. "SCARAB" HIT SEVERAL
TIMES.

A BLUE JACKET WOUNDED.

HANKOW, September 13th.
According to a wireless message from Ichang of to-day's date, word had been received that H.M.S. "Scarab" had been hit several times, and one bluejacket wounded.

Sniping has been continuous, both day and night, on both sides. There have been large movements of troops by both belligerents, converging on Ichang. General Wu Pei-fu is expected at Ichang to-day.—Reuter.

AMERICAN YANGTZE PATROL.

REAR ADMIRAL TO BE APPOINTED.

Speaking at a dinner offered him by the American Association, at Peking, Admiral Strauss announced that in view of the increasing importance of American interests in the Yangtze Valley, a Rear Admiral would be appointed to command the Yangtze Patrol.

FROZEN TO DEATH ON FUJI. WARNINGS OF OFFICIALS DISREGARDED.

A total of ten persons are reported to have been frozen to death in the stone shelters on the summit of Mount Fuji during a sudden cold snap which descended recently upon the area in which the sacred peak stands.

According to a report published in the *Yomiuri*, all climbers of the mountain were warned, by the police, to descend before the chill weather set in. In the face of these warnings, some twenty persons elected to make an ascent. Arrived at the summit of the mountain, these adventurers met with a violent rainstorm and high winds which blew great boulders and pieces of rock across the trails and otherwise imperilled them. Wet to the skin, the audacious ones sought refuge in the stone shelters near the top of the peak, and there spent a night in severe discomfort.

By the following morning the thermometer had dropped to freezing point and ten of the reckless climbers, the *Yomiuri* says, died of exposure before assistance could reach them.

RESCUED FROM SIBERIA.

FORMER AUSTRIAN PRISONERS-OF-WAR ON THEIR WAY HOME.

The U.S. Army transport *Crook* arrived at Shanghai, last week, she is engaged in transporting war-prisoners to their native lands and is also carrying passengers. She had on board some 280 ex-prisoners from Siberia, consisting mainly of Austrians, Germans and Romanians. Dr. H. E. Fritsch, who is the delegate of the Austrian Red Cross in Siberia, and who has been in Shanghai several weeks, will accompany them on the U.S.S. *Crook*. Dr. Fritsch has been engaged in work in Vladivostok for a year and a half and during that time has sent home 8,000 Austrian ex-prisoners. This, says the N.C. Daily News, has completed the work in East Siberia and the Austrian Red Cross has now withdrawn from the post in Vladivostok.

There are many prisoners still in Russia and Western Siberia, according to Dr. Fritsch, whom it is impossible as yet to remove, due to the fact that the Soviet Government finds the prisoners most useful in carrying on the trades of the country. Dr. Fritsch said that, from 1914 to 1918, 400,000 prisoners died in Russia and Siberia from typhus and other diseases brought on by lack of food and clothing and that this number represented 38 per cent. of the whole.

Accompanying this last batch of prisoners is also the Austrian secretary, Mr. Franz Moedhammer, who was himself a prisoner until 1920, when the Red Cross Mission came to Vladivostok and engaged him to do secretarial work. The Red Cross Mission established stations throughout Siberia for work. They were materially aided by the Y.M.C.A. organization and the American Red Cross.

Dr. I. A. Pelzman, U. S. Army surgeon, and Mrs. Pelzman are also aboard the U.S.S. *Crook*, which is proceeding to Trieste at the beginning of next week. Many of the prisoners will be sent from there to their homes.

BIG PROPERTY DEAL AT SINGAPORE.

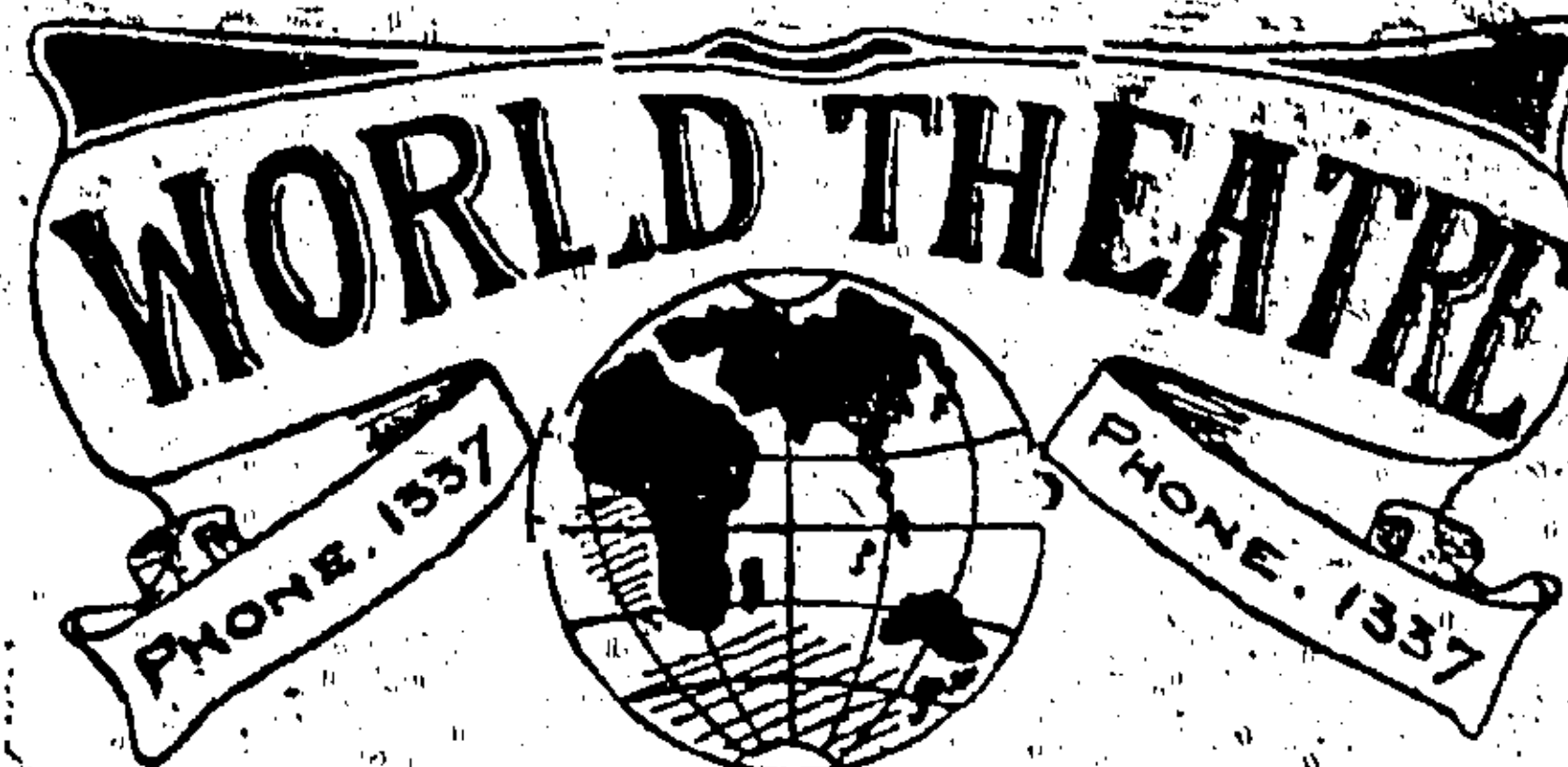
That fine new three-storeyed building, held under Statutory Grant, and standing at the corners of Hill Street and Stamford Road, and known as Ribeiro Buildings, is to change hands before it has been occupied. Each of the floors has an area of approximately 14,000 sq. ft. and the purchasers are Messrs. Central Engine Works, Ltd., who are desirous of centralising the activities of their electrical and sanitary engineering departments and their other special lines. Two floors will be devoted to the above and the top floor may be allotted to a new electrical industry shortly to be started and for which Central Engine Works, Ltd., hold the rights, through Mr. J. A. Hamilton, for the Far East.

This will now enable the company to vacate their Queen Street property and their new general workshops can now be proceeded with at Kallang, thereby allowing the Victoria Street Works site, which is now too valuable for an engineering works, to be sold when times improve.

At \$400,000 the Ribeiro property is a bargain and the company has done well in providing for the future by acquiring this valuable and well situated property at a time when there are generally more sellers than buyers of anything.—*Straits Times*.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Sienzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 43, Queen's Road, Central, (opposite to the Singer Sewing Machine Company).—Advrt. [52]



Hongkong's Most Modern Picture Palace.

Wednesday & Thursday at 9.15 p.m.

ENGAGEMENT EXTRAORDINARY.



MISS MOSOLOVA & MR. GORDON
in their latest
PARISIAN DANCES.

Also showing

WILLIAM FOX

presents

JEWEL CARMEN

IN
THE BIG NEW YORK STAGE SUCCESS.

"THE KINGDOM OF LOVE"

MATINEE PROGRAMMES

5.15 p.m. Tuesday to Thursday:—

"MERCHANT OF VENICE."

2.30 and 7.15 p.m.

VANISHING DAGGER, 9 & 10 Episodes.

Usual Prices—BOOKING at Messrs. MEHTA & CO.,
Hongkong Hotel Buildings. (Phone 951)

11166

BY

APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

Since its foundation in 1872, the Apollinaris business has

ALWAYS BEEN BRITISH-OWNED:

THE APOLLINARIS CO., LTD.

Obtainable in Quarts, Pints & Splits at

HONGKONG HOTEL.

WING ON CO.

REFULSE BAY HOTEL.

SINCERE CO.

EMPEROR STORE, Kowloon,
and all the Leading Clubs & Stores.

Sold by

LANE, CRAWFORD & CO.

723

BRITAIN'S BEST BOOT THE "WAUKEEZI"

AT

WHITEAWAY'S

We have just received a consignment of the above make in
GENTS. BROGUE SHOES HEAVY AND
LIGHT in BLACK and BROWN Half Sizes.

LOWEST POSSIBLE PRICES.

\$22.50 AND \$24.50

PHILIPS RUBBER SOLES & HEELS

\$2.75 set

COBRA BOOT POLISH & CREAM

Black and Brown 25 and 35 cts.

ALL NEW STOCK JUST RECEIVED

WHITEAWAY'S BIG STORE

WHERE YOUR DOLLAR GOES FARTHEST
TERMS CASH, NO ACCOUNTS OPENED.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

WE MANUFACTURE, EXPORT & RETAIL:—
SWATOW DRAWN-THREAD WORKS.

ALL KINDS OF EMBROIDERIES.

HAND-MADE LACE-PILE, CROCHET, ETC.

LATEST DESIGNS—GOOD QUALITIES—REASONABLE PRICES—

SWATOW DRAWN WORK CO.

14, Des Vœux Rd., Central. Phone No. 2340.

RANDOM REFLECTIONS.

They tell me that Hongkong University has hopes of another windfall shortly. It seems that Mr. Rockefeller has offered to give \$500,000 on condition that another \$400,000 is raised, and the whole sum used for the purpose of placing the faculty of Medicine on a sound basis. Here's a chance for some LL.Ds.

A friend of mine was discussing this Colony recently with Mr. Asquith and, in order to convey concisely to the ex-Premier our arrested state of political development, he exclaimed: "I cannot better epitomise the situation than by telling you it is impossible to get a W.C. in Hongkong without an Order-in-Council." Mr. Asquith was frankly incredulous, as well he might be, but my friend assured him that if he looked the matter up he would find the statement to be simple truth.

It is being asserted—though with what degree of truth I cannot say—that the heavy duties on alcoholic liquors and tobaccos are defeating their object. In other words, they have got to such a pitch now that instead of bringing in more revenue they are bringing in less than formerly. Perhaps one of our unofficial "representatives" could exert himself sufficiently to ask a question on the subject so framed as to obtain from the Government the most recent returns separated from those for the whole year. I notice that in a recent case at the Magistracy, Mr. Taylor, of the Imports and Exports Department, stated that the smuggling question had "only become acute recently." This seems to support the assertion to which I have referred.

It is whispered that the unpopular idea of erecting a Club for sailors, soldiers and civilians as a War Memorial has, in its turn, been "scrapped" in favour of a Nursing Home, which, I fancy, was one of the many suggestions submitted to the Committee in the early part of 1919. An institution of this nature is badly needed in the Colony and would be a very suitable memorial. We may expect to see something done now that the Prince of Wales intends to visit us next year. It would not be surprising if he were asked to lay the foundation-stone, though, in that case, one hopes the simple granite obelisk or cenotaph will already be in position on "the finest site," otherwise His Royal Highness may come to the conclusion that our's is a very apathetic community.

When I urged that our local legislators should meet oftener I did not suggest that they should legislate more copiously, as the *China Mail* would appear to infer. Greater frequency of legislation does not necessarily mean increased output of laws, but it may mean, and I hope, it would mean, the more careful consideration of proposed laws and the more prompt answering of questions, now that the excellent plan of printing replies in *The Government Gazette* has been abandoned, presumably because it proved embarrassing. The discussion of three important resolutions, the introduction and explanation of ten new ordinances, followed by the granting of financial votes amounting to some \$300,000 in the space of a couple of hours is "going some," as our American friends would say. The convenience of the newspapers in reporting the Titanic effort is not, one realises, worthy of being taken into account, but—and that was my point—the convenience of the public is. You cannot expect normally constituted people—maybe you do not want them—to take an intelligent interest in local administration when you withhold all news from them for six weeks and then roll an avalanche of it on them one morning before they are out of bed. It is like asking a man who has been starved for forty days to tackle a gargantuan meal at one sitting. Serial stories are not run on those lines.

A Democrat writes to the Press to say that ever before has he stood aside from movement in the direction of popular government, but he cannot bring himself to support the petition for Constitutional Reform because of the special representation it offers to the Chamber of Commerce. The promoters felt that this concession was reasonable, as in the discussion of questions of commerce and shipping it would strengthen the Council to have in it someone who could claim expert knowledge of these matters. That the concession was political was revealed later by the Secretary of State's admission that H.E. the Governor favoured the election of non-Chinese members "except in the case of the representative of the Chamber of Commerce." Some people, of course, are like the Sinn Feiners and cannot compromise—they must have all or nothing, and they usually have to be content with the second alternative. I have hopes, however, of "Democrat," because he labours under the mistaken impression that the scheme would assign two votes to a limited class and only one to the rest of us. He flatters us; we are not nearly so modest as that. The petition asks for six elected non-Chinese members of Council, which means that "a limited class" would possess six votes each as compared with five each "for the rest of us."

I understand that the wireless installation at Cape D'Aguilar is now daily receiving the Press messages sent direct from New York, and that these messages are being privately printed and circulated. The wireless installation at Cape D'Aguilar is under the Post Office, and in view of the fact that the transmission and receipt of wireless messages had not been hitherto a profitable branch of the activities of the Post Office, it would be interesting to know whether anybody is paying the Post Office for these messages. Perhaps a member of the Legislative Council will make inquiry on the subject.

In matters gastronomic the foreigner is probably still regarded by the Chinese as a rude barbarian. That is why we fail to appreciate the delicacy of "paddy worms" stewed for two hours, mentioned in a Police Court case yesterday. It should interest the foreigner who regards this Chinese "delicacy" as repulsive to know how the Chinese regarded our own food before long association with foreigners wore off the novelty. Here is an extract from an intimate letter written by a Chinese to his brother in the early days of foreign intercourse at Canton after his first experience of a foreign dinner:—

"Judge what tastes people possess who sit at table and swallow bowls of fish, served in a manner as near as may be to resemble the living fish itself! Dishes of half-raw meat are then placed at various angles of the table; these float in gravy, while from them pieces are cut with sword-like instruments and placed before the guests. Really it was not until I beheld this sight that I became convinced of what I had often heard; that the ferocious disposition of these demons arises from their indulgence in such gross food. How lamentable their condition, and yet our dishes they pretend to despise! Think how unrefined the taste for which sharks' fins have no charm, how pitiable the state of those who disdain the virtue of deer's sinews, who hold in contempt a well-prepared pup, and even sneer at a rat pie! who in the delights of an elephant's hoof served in the style of 'Lau Man Kee' whose memory may be ever green—I can find no gratification, while for the melting richness of the adorable rhinoceros horn they have no taste!"

Towards the end of the feast was introduced "a green and white substance, the smell of which was overpowering. This I was informed, was a compound of sour buffalo milk, baked in the sun, under whose influence it is allowed to remain until it becomes filled with insects, yet the greener and more lively it is, with the more relish it is eaten. This is called *Che-Sze*, and is accompanied by a muddy red fluid which foams up over the tops of the drinking cups, soils one's clothes and is named *Pe-Uh*—think of that!"

"Then," asked the writer in despair, "will these uncivilised men become versed in the precepts of our gastronomist Lau Man Kee, and make offerings of red candles and gilt paper on altars raised to his memory?" Lau Man Kee was a famous Chinese chef who is said to have bequeathed to posterity "Hints on Cookery" in 340 volumes. One of his recommendations was that "Stewed kichen with a garland of mice should be eaten hot." What he has to say about stewed paddy worms I do not know.

There is no silencing the malicious tongues of some people. Not content with defining a successful journalist as "one who has the ability to combine items of unreliable information with explanatory statements of a misleading character," they have the effrontery now, according to Mr. F. C. Jenkin, to regard a barrister-at-law "as a man who will get up and argue anything for a fee." Surely every schoolboy knows, as Macaulay would say, that a barrister never allows the question of money to enter into his thoughts! His honorarium is fixed by his clerk and he is blissfully unconscious of the business. As he works for the pure joy of the thing he is not allowed to sue for payment of any fee—no fact which his clerk, who receives a percentage, never forgets. From the back of his gown there dangles a little bag, in which in bygone days a grateful client could slip a few guineas in token of gratitude when counsel was not looking, as it were. Some critics have said that nothing less than a Gladstone bag would be of any use with eminent counsel nowadays, which means, I suppose, that the gratitude of their clients could not otherwise be adequately expressed.

No one who has had any dealings with these gentlemen will question Mr. Jenkin's assertion that there could be no greater fallacy than to suppose that the length of their argument and the zeal which they display is to be measured by the fees they receive. Some of the popular K.C.s, for example, take very fat fees and, in the end, do precious little for them owing to pressure of other engagements made for them by their clerks. No such criticism, however, can be levelled against the Bar in Hongkong, as witnessed by Mr. Jenkin's exhaustive and successful fight for several days in the Wo Ping murder case last week for a fee little, if any, larger, I understand, than he would have received if he had been assigned for the defence by the Crown.

The *New Statesman* would have no reason to deplore that "the gentlemen of the Press had become too gentlemanly" if it had read the recent exchange of compliments over the Irish Question between our two evening papers. It is reminiscent of Eatonswill at its best. The tone of society, however, has changed for the better since the days of which the *Dickens* wrote, and the tone of journalists and of publicists generally has changed with it. A Parliamentary candidate who described his opponent as "a bloodless, brainless bankrupt booby" to quote the words employed by a sprig of the old nobility in the middle of the last century—would do himself more harm than anybody else to-day by using such language. Thanks to the spread of education, all but a small minority of the people realise that abuse is not argument, and that the two are usually to be found in inverse ratio to one another. Yet there are some writers still who pin their faith to the old barrister's advice to his son: "When you have a poor case abuse the other side." It is superfluous to call your opponent a fool if you can prove him one, and unconvincing if you cannot.

(Continued at foot of next column.)

A STREET INCIDENT.

THE LANGUAGE DIFFICULTY AGAIN.

Before Mr. R. E. Lindell, yesterday, George Arraga, a Peruvian seaman, and a ricksha coolie employed by Mr. Ismail, were charged with disorderly conduct, for fighting in Des Vaux Road, opposite the King Edward Hotel, the previous afternoon.

The sailor said the coolie invited him to "engage his ricksha," and, when he refused, struck him on the chest. He then retaliated.

The Magistrate: But he is a private ricksha coolie!

Inspector Cashman remarked that private ricksha coolies had been known to offer their vehicles for hire in order to make a little extra. They generally accepted strangers to the Colony.

The coolie, whose face was plastered, said that Arraga spoke to him in Spanish. He waved his hand to indicate that he did not understand him. Arraga evidently misunderstood his action for an insult and struck him.

The Indian constable who arrested the men said that when he stopped the fight and told the defendants to go, Arraga went away quietly but the coolie followed and struck the other man on the back.

The Magistrate fined the coolie \$5 and discharged the sailor.

SPORT.

WATER POLO.

The V.R.C. beat H.M.S. *Cairo*, yesterday evening, by 6 goals to nil. Hall (3), Garrod (2), and Watson scored for the Club.

To-day's game:—

5.15 pm.—United v. Club Lusitano.

TENNIS.

Owing to heavy rain, yesterday, the second round of the Garrison Doubles was postponed until to-day.

INTERPORT SWIMMING.

The Shanghai selection committee for the Interport Swimming contest with Hongkong last week selected the following team:—E. A. S. Siemssen, J. R. Fordy, J. B. Brown, R. W. MacCabe, F. A. Rodde, F. Remedios, L. Goldman, A. P. Goldman and C. Encarnacao. The duties of captain and manager have been entrusted to R. W. MacCabe. The team will sail about the 29th inst.

RIFLE CHAMPIONSHIP AT SHANGHAI.

The Shanghai "British 303 Rifle" Championship was won last week by Mr. R. L. Ito with a score of 313, repeating his success of last year (same score). The score of 313 by Mr. Ito constitutes a new record in this competition and is regarded a remarkable achievement under conditions which permit of no sighters nor practice shots. Capt. E. T. M. Barrett was second with a score of 305 and Mr. J. M. Main third with a score of 294.

KING OF SIAM'S MARRIAGE.

A Bangkok message states:—An official statement says the King of Siam has announced his intention of marrying Princess Lakshmi Lavan, half sister of his former betrothed Princess Vallabha Devi. Princess Lakshmi is also raised to the rank of Royal Highness. It was announced in 1919 that the King was betrothed to Princess Vallabha Devi, but some months later the engagement was suddenly broken off, owing, it was announced, to incompatibility of temperament.

GERMAN ACTIVITIES IN JAVA.

The last India mail says a *Times* Rotterdam message of July 29th has brought interesting details of the activities of the Stinnes concerns in Java. It is stated that the Elbe Union has established an office at Bandung, the site of the Dutch East Indies Fair. A great number of German factories are interested in this enterprise, among them the well-known Stinnes-Schuckert organization, which has removed its quarters from Soerabaya to Bandung. Branches of the Rhine Elbe Union are established at East Coast, Gaster and at Cheribon. A rail and way carriage factory is being built. Herr Metzler, who has been in Java for some time making the necessary preparations, will be appointed technical manager.

Shore of its dialectical frills, the *China Mail*'s case, apparently, is that the proper way for the Government to negotiate with the Sinn Feiners is to ask them what they want and grant it without more ado. Anything short of this is a travesty of "self-determination." Presumably, the same principle would apply to Ulster, though that would introduce awkward complications. The *Telegraph* contends that, whatever concessions are made, Ireland must remain an integral part of the Empire, which would be impossible if the full demands of Sinn Fein were granted and the Republican form of Government were recognised. The Overseas Ministers evidently share this view, for, although they represent communities enjoying the full Dominion status which Mr. de Valera claims, they declare in their recent address to H.M. the King: "We have been conscious throughout our deliberations of a unanimous conviction that the *raison d'être* of the links that bind our widely spread peoples is the Crown, and it is our determination that no changes in our status as people or as governments shall weaken our common allegiance to the Empire and its Sovereign."

ROBERT R. RANDOM.

SOOKS AND "SMOKES."

MR. D'ALMADA SEEKS A CORPUS DELICTI.

Mr. G. N. Orme had before him, at the Magistracy, yesterday, another cigarette retailer summoned for having in his store cigarettes on which duty had not been paid.

Mr. Taylor prosecuted for the Imports and Exports Department.

Mr. F. X. d'Almada represented the defendant, and, at a previous hearing, had claimed that the case fell to the ground because the revenue officers failed to say, in the witness box, in the usual police court jargon, "I produce the cigarettes referred to." The case opened with the following dialogue:—

Mr. d'Almada: I must, before putting any witnesses in the box, again urge that there is no case for me to answer.

The Magistrate: I see.

Mr. d'Almada: The prosecution has failed to prove that any of the cigarettes which were seized came from this shop. The prosecution have not brought forth one packet or one tin of either kind, mentioned in the charge, to prove that those were the cigarettes found in the shop. The *corpus delicti* has to be proved in every case.

The Magistrate: I see.

Mr. d'Almada: What proof was before the Court?

The Magistrate: Only the cigarettes.

Mr. d'Almada: Only a memo? no cigarettes.

The Magistrate: Yes, the cigarettes were there; they were produced to me.

Mr. d'Almada: The cigarettes were not identified.

The Magistrate: Well, that's all right, I have heard the point once.

Mr. d'Almada: The cigarettes were not produced, although they were in Court.

The Magistrate: Did you cross-examine on that point, Mr. d'Almada?

Mr. d'Almada: I did on the memo; not particularly on the cigarettes. I will ask your Worship to note my objection and, if you overrule me, please make a note of it in case the matter goes further.

The Magistrate: I noted it last time. However, I will make a note. "Mr. d'Almada's objection No. 1 overruled."

I imagine you say they were not properly identified.

Mr. d'Almada: Not one cigarette was produced to the Court.

The Magistrate: "Produced" is ambiguous, that is why I want to get the substance of your objection.

Mr. d'Almada: Production is necessary in every case. If a man is charged with stealing socks they must be produced in Court.

The Magistrate: If you seize cigarettes in a shop, you cannot prove them as you can socks.

Mr. d'Almada: These cigarettes were here; they could have been produced.

The Magistrate: I see. Yes, I seem to recollect that they were exhibited.

Mr. d'Almada: That was after the closing of the case for the prosecution.

The Magistrate: Oh! that's very serious!

Mr. d'Almada: I find that one of the witnesses, for whom a subpoena was issued, has absconded, and the premises are closed down.

The Magistrate: Oh dear! that looks bad, doesn't it?

Mr. d'Almada: Then called the defendant who said he had been in business seven years and bought from B. A. T. agents.

Mr. d'Almada: Did you know, or not, that duty had or had not been paid?

The witness said he did not know, and added that it was not usual for agents to furnish proof that duty had been paid.

The Magistrate: "Evidently the witness has not studied the law."

The witness admitted that he had not read the Tobacco Ordinance.

The Magistrate: You have to prove that duty was paid. That is why you have to be sure of the man you buy from.

Mr. Taylor put it to the witness that his books were not in order and that he had to go a long way back in order to prove that cigarettes had paid duty. In other words, if his story was true, some of the stock must have been on the shelf for many weeks. If he was overstocked why did he go on buying?

The witness admitted that he bought from a firm which has since absconded, but said that he only bought because they came to him pleading need of money.

Defendant's *joki* was called and the Magistrate asked him, "Why did you go on buying when trade was bad and you were not selling many?"

The witness replied that agents were bound to take a certain quantity every month from the B.A.T.

The Magistrate: That's a funny way of doing business. You have to go on buying, even if you can't sell.

An accountant of the Cheung King, agents for the B.A.T., said defendant got cigarettes from them. This witness first said that receipts given to the retailer in these transactions were stamped, but, after further examination by the Magistrate, he said the receipts were not stamped. Only the monthly settlement receipts were stamped.

The Magistrate: Then, when the shop was raided on August 27th, they should have had receipts for all B.A.T. purchases during the month!

The witness replied in the affirmative.

At this stage the case was adjourned until to-morrow, the Magistrate remarking that this witness must attend again. He could, evidently, throw light on the matter.

OPIUM AMONGST THE COAL.

Chief Preventive Officer Watt, Revenue Officer Brown and a party of Chinese, searched the s.s. *Hanoi* on its arrival in port, on Monday, and seized 1,000 tins of raw and 500 tins of prepared non-Government opium, worth about \$7,000. The drug was concealed in the coal bunkers, engine-room and stoke-hold.

I X L

AUSTRALIAN WHOLE FRUIT

PRESERVES.

FIRST SHIPMENT OF

NEW SEASON JAMS

JUST ARRIVED

STRAWBERRY - - - per 12 oz. Tin 50c

APRICOT - - - " 16 oz. " 35c

PLUM - - - " " 35c

BLACK CURRANT - - - " " 40c

MARMALADE

per 16 oz. Tin 35c

LANE, CRAWFORD'S

MANDER BROTHERS

OLSINA

le dernier mot

in

WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG

NEW STOCK

OF

STRINGS

FOR

VIOLIN 'CELLO DOUBLE BASS

AT

ANDERSON'S

184

Powell

TELEPHONE 3146.

— 101 —

TAILORING DEPARTMENT.

We have received a smart selection of

AUTUMN and

WINTER SUITINGS

in

FLANNELS, CHEVIOTS, HOMESPUNS,

SERGES etc.

These have been marked at competitive prices. There are Suits for \$55.00. Sports Coats \$27.50 which we guarantee in style and fit.

SEE WINDOW.

NEW ADVERTISEMENTS

NOTICE

THE OFFICES AND STATIONS of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on WEDNESDAY, the 22nd September, (CONFUCIUS' BIRTHDAY), and on MONDAY, the 10th October (NATIONAL FESTIVAL).

W. G. LAY,
Commissioner of Chinese Customs,
Kowloon and District.

Custom House,
Hongkong, September 21st, 1921. [1467]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"JEYPORE"
Arrived Hongkong, on Sept. 20th, 1921.
From BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf & S. B. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.
All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, September 20th, 1921. [1468]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th OCTOBER, 1921, both days inclusive.
WARRANTS for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th October next.
By Order of the Board,
R. M. DYER,
Chief Manager.
Hongkong, September 17th, 1921. [1467]

CONSULADO DE PORTUGAL.

TIENDO vindo a esta cidade o Ex. Sr. CASANOVA, Consul General de Portugal em Shanghai, afim de expor a Colonia Portuguesa residente nesta cidade o pedido de seu generoso apoio moral sobre o seu projecto em beneficio da grande e patriótica obra a realizar em Shanghai, tendo a honra de convidar todos os cidadãos Portuguezes residentes nesta circumferencia a Consulado a "meeting" que o mesmo Ex. Sr. CASANOVA vai realizar no Club de Recreio em Kowloon na tarde feira, 20 do corrente, as seis horas da tarde.
Consulado de Portugal em Hongkong, 19 de Setembro de 1921.
O. ENCARREGADO DO CONSULADO,
J. G. FERNANDES. [1456]

THEATRE ROYAL.

WEDNESDAY, SEPT. 21st, at 9.15 P.M.

Under the Distinguished Patronage of
H.E. THE GOVERNOR AND LADY STUBBS.

GRAND CONCERT

ANNA

EL-TOUR

(Famous Soprano).

LEO

PODOLSKY

(The well-known Pianist)

AND

VERA

MIROVA

(The Aesthetic Dancer).

BOOKING NOW AT MOUTRIE'S.

PRICES: \$3, \$2 & \$1. [1459]

DAIRY FARM NEWS

CHEESE

Gruyere ... \$1.25 per lb.

Gouda (Full Cream) ... 1.15 "

Australian Cheddar85 "

Picnic (own make)50 " jar

Cookminier (own make)40 " pat.

THE DAIRY FARM, ICE & CO.

STORAGE CO. LTD.

INTIMATIONS

NOTICE

THE Steamer "ACORA", 3,850 tons deadweight, will be sold by Auction at Port Louis, Mauritius, on 30th September, 1921.

For particulars apply to—
JARDINE, MATHESON, & Co., Ltd.
[1455]

NOTICE

WE have this Day REMOVED to the Second Floor of St. George's Building above Messrs. Sheehan, Tones & Co. Entrance on Chater Road.
Dated the 1st September, 1921.
GEO. K. HALL-BRUTON & CO.
[1379]

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

EFFECTIVE from the 8th September 1921, the name of the "CANADIAN PACIFIC OCEAN SERVICES, LIMITED" has been changed to "CANADIAN PACIFIC STEAMSHIPS, LIMITED".

P. A. COX,
General Agents.
Hongkong, September 16th, 1921. [1452]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for HORSE BAZAAR SUBSCRIPTION GRIFFINS for the 1921 Official Meeting will find lists at the Hongkong Club, Jockey Club Stables and at the Race Course.
H. BIRKETT,
Clerk of the Course. [1461]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:
SIZES CK, KX, LM, LN, LR, LT, LU.
LW, MA, MK, A, SO.

WANTED—YOUNG LADY TYPIST seeks position: will ask for moderate salary. Reply Box MY, c/o Daily Press Office. [116]

WANTED—FURNISHED HOUSE at Chung Chow for October. Reply stating terms, position, number of Rooms, etc., to Box MZ, c/o Daily Press Office. [117]

FOR SALE—A STEWART TERRACE, Peak—Apply to H. E. POLLOCK, Princes Buildings. [97]

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box MI, c/o Daily Press Office. [88]

TO LET

GODOWN at Yau-mat.
For particulars apply to—
THE HONGKONG LAND RECLAMATION CO. LTD. [1148]

TO LET

GODOWN at San Shui Po near Consolado Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ore, etc. Marine Lot; approached either from land or water side.
For particulars apply to—
W. G. HUMPHREYS & CO. [1324]

FOR SALE.

"KENNIS" THE PEAK RURAL BUILDING LOT NO. 117, Area 12,956 Square Feet, contains:
GROUND FLOOR—Large Drawing and Dining Rooms—Wide enclosed Verandahs.
FLOOR—Pantry—Store Room, etc.
FIRST FLOOR—Two large and one smaller Bedrooms—Two Dressing Rooms—Three Bath Rooms.
BASEMENT—Furnace for Heating—Servants quarters at back.
A GARDEN LOT for a Tennis Court adjoining present small Tennis lawn at an annual payment of \$5 can be obtained.
Apply—
Box 1365,
Care of Daily Press Office. [1388]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Davespring".

JUST RECEIVED

Fresh supply of

SUTTON'S

Tested

VEGETABLE AND FLOWER

SEEDS.

This is the year to have a good garden. Plant lots of Seeds and take care of the Garden; then you will have every reason to be pleased with the result.

GRACA & CO.,

17, WINDHAM STREET,

HONGKONG.

P.O. Box 344. [164]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAIRANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 31st Sept., will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, September 15th, 1921. [1450]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Motor Vessel

"GLENAPP"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 31st Sept., 1921, at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 22nd Sept., 1921, at 10 A.M. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, September 15th, 1921. [1446]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Sept., will be subject to rent.
All Claims against the Steamer must be presented to the Underigned on or before the 3rd Oct., or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Sept., at 10 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hongkong, September 19th, 1921. [1465]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DEMODOCUS"

are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hot's Wharf. The Cargo will be ready for delivery from Godown on and after 16th Sept. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Sept. will be subject to rent.
All Claims against the Steamer must be presented to the Underigned on or before the 10th Oct., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, September 19th, 1921. [1466]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE

HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT

HOUSEHOLD FURNITURE. [72]

INTIMATION

Guaranteed free from

Anthrax

British-made

SHAVING BRUSHES

A fine assortment

just received.

A. S. WATSON &

CO. LTD.,

(Established 1841)

HONGKONG DISPENSARY

Phone No. 16.

BIRTH

SUTTON.—At Shameen, Canton, on Sept. 19th, to Mr. and Mrs. H. SUTTON, a daughter. [1467]

HONGKONG OFFICE: 104, DES VEAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1921.

THE CENTENARY OF THE STEAM PACKET.

THE far reaching changes that are being forecasted in the construction of our ships in the near future, declares a writer in the home paper, may bring about almost as complete a revolution as that which followed the coming of steam. We have seen such wonderful developments in all branches of science in the last quarter of a century that we have come to believe almost in any development that our scientists may predict, but we may well hesitate to believe that the common adoption of the internal combustion engine (which is the subject of the writer of the foregoing prediction was discussing) can possibly bring about so complete a revolution as that which followed the coming of steam. A London paper recently reminded its readers that this is the centenary of the steam packet, though we have to go further back than 1821 for the record of the first steamship. The first idea of steam navigation was set forth in a patent obtained by one JONATHAN HULLS in 1736, but it is about fifty years later that we have a record of a steamboat constructed by one WILLIAM PATRICK MILLER, who patented paddle-wheels, and a Mr. SYMINGTON. Their small steamboat, it is said, ran at four miles an hour. At about the same time a French Count constructed an engine which propelled a boat on the Saone. Mr. SYMINGTON made a passage on the Forth and Clyde Canal in 1790, and we read of a steamboat at New York in 1800, and one on the Hudson River in the following year. In 1812 the Comet, built by HENRY BELL, with an engine constructed by JOHN ROBERTSON,

was running from Glasgow to Greenock three times a week at a speed of 7½ miles an hour, and Parliamentary returns of the year 1814 showed that there were five steam vessels in Scotland. The first steam vessel to appear in the Thames was brought from Glasgow in 1815. In 1818 a steamer called the Rising Sun, built by Lord COCHRANE, crossed the Atlantic, and in the following year, the Savannah, 350 tons, "aided by steam," crossed from New York to Liverpool in 26 days.

When the Postmaster-General in London, in 1821, determined to establish a regular service of little steamers to convey His Majesty's mails across the Channel, it was regarded as exceedingly venturesome. It is interesting now to read that the Admiralty particularly was disturbed by the revolutionary enterprise which the Post Office was exhibiting, for the steam-engine was anathema to them.

In the first place, these old sailors had no faith in it as a mechanical contrivance, and, secondly, they argued that if, by a miracle, it proved a success for marine navigation, it boded ill for the country, which had hitherto been rather glad than otherwise that communications with the Continent, and even with Ireland, were uncertain, slow, and uncomfortable. Nature had created "the silver streak" to separate Great Britain from France and her neighbours at a late stage of the Pliocene period. Why should anything be done to render this waterway less effective as a protection against invasion? "Let us," it was urged, "live our lives in our own way and preserve every barrier against intrusion." The Lords of the Admiralty consequently stood aghast at the mere suggestion of steam packets, and their letters of protest of this period, we are told, are splinters of angry reproaches. "The steam-engine was an invention of the devil to bring down the country in ruins; it would prove a disaster to the Fleet and render invasion easy." And if the sailors were nervous of the influence of the steam-engine on the seamanship of the Navy, others were anxious lest Continental customs should be introduced into England, to the eventual injury of its peculiar modes of life and its particular standards of morals. It is interesting to look back at this little bit of history for it enables us to appreciate instantly the highly important results, political, commercial and social, which have accrued from the use of the marine engine.

It was many years after the introduction of the steam packet cross-channel service that the first steamship appeared in the waters of China to enter into competition with the famous old clippers. Down to the Thirties and Forties it was not yet the usage for China ships to take passengers, nor would they take general letters, and the "run home" for twelve months, as the trips were euphemistically called even in those days, generally meant for the European or American merchant of those times, as one traveller put it, nine months of listening to what the wild waves were saying, and just three months at home. It may be that in the near future the funnel with its clouds of smoke will become as extinct as the steeple, but the change can hardly produce as great a revolution in the world as the triumph of steam over sail.

Sir William Rees Davies, K.C., the Chief Justice, is returning to Hongkong very shortly.
Sir Thomas Sutherland, who for 34 years was chairman of the P. & O. Co., was 87 on the 16th ultimo.
Shanghai has been playing an interport lawn bowls match at Hankow as well as at Hongkong. Hankow won by 29 points to 16.
Mr. Charles Ernest St. John Branch has been appointed to a puisne judgeship in the Supreme Court of the Straits Settlements.
It is reported in Canton that Wushun, in Kwangsi, has been captured by a combined attack by two Cantonese forces, one commanded by General Ngai Bong-ping, the other by General Tsi-wai.
In reply to a question in the House of Commons, Mr. Cecil Harmsworth said the £108,000,000 which Japan is spending on national defence represents 51.4 per cent. of the gross national revenue (£210,000,000) for 1921-22.
A Korean recently threw two bombs into the office of the Governor-General in Seoul. One bomb exploded, and Secretary Suzuki was injured in the face. Governor-General Saito was away in the country on a tour of inspection.

Last week, five Chinese died from influenza, one from cerebro-spinal fever, and one from cholera. One imported case of paratyphoid fever, Chinese, and two cases of diphtheria, one British and the other Chinese, were also reported.

Sir Robt. Nathan, K.C.S.I., C.I.E., (35), of The Albany, Piccadilly, W., late of the I.C.S., private secretary to Lord Curzon when Viceroy of India, brother of Sir Frederic and Sir Matthew Nathan, left estate of the gross value of £14,226.

Mr. Orme, yesterday, requested a man arrested by the police in connection with a fight in Kowloon City. A Chinese, who took part, is now in the Kwong Wah Hospital. Little hope is entertained for his recovery and his dying deposition has been taken.

In the early hours of yesterday morning when the s.s. Kwong Sai, bound for Canton, was about two miles above the Fish Stakes, a junk collided with the vessel heading towards the North-east. The Kwong Sai's helm was starboarded and she appeared to have damaged just one plate well above the guard.

A Chinese committed suicide, on Monday, by jumping from the verandah of the first floor of No. 71, Des Vaux Road West. He sustained severe injuries to the head and died soon after admission to hospital. He relatives had noticed that his manner, lately, had been a little peculiar. He was 62 years of age.

A Chinese engaged a motor-boat at the ferry wharf at Yau-mat on Monday afternoon to take him to a ship in harbour. When the boat was in mid-stream, he jumped into the water. One of the crew jumped overboard and succeeded in rescuing the man, who was handed over to the police and taken to the Kwong Wah Hospital.

Before Mr. Lindsell, yesterday, Mr. D. Burlingham, Acting Superintendent of Police, charged the driver of motor-car No. 27, owned by the United Motor Garage, with reckless driving. Mr. Burlingham said that he was walking in Ice-House Street, behind the Dairy Farm building when he saw the defendant make the turning at a high speed without sounding the horn. The road is very narrow at this spot, and the defendant's action was highly dangerous. A fine of \$25 was imposed.

In a note on the subject of high rents and extortionate "key money" demands in the French Concession, the *Sinwappao* of Shanghai, reports that in order to compel householders to vacate premises in Rue Marcel, to make room for wealthier tenants, the landlords have refrained from collecting rents and are preparing to lodge complaints against them. In retaliation, the tenants held a meeting and decided to send their rent to the district police office, "in order to defeat the landlords' trickery."

An accident resulting in the death of a Chinese member of the crew of the s.s. *Sunning*, occurred in the harbour on Monday afternoon. Through a misunderstanding a boat was lowered instead of a gangway. It capsized throwing the four Chinese seamen manning it into the harbour. The boat men jumped in and rescued two of them. A third was pulled out by a police motor boat which happened to be in the vicinity. The fourth man could not be found. It was thought that he had been imprisoned under the overturned boat and several of his comrades dived under but failed to locate him. The police boat circled the vicinity for some time but without success.

Pank Hok Tung, a new suburb on the South-western part of Canton city, promises, the *Canton Times* says, to be a very prosperous little colony of foreigners and Chinese. Many new buildings and wide roads are under construction. Mr. C. S. Paget, the enterprising civil engineer, and one of the advisers to the Canton Municipality, has been more or less responsible for the beautifying of the place. The True Light Middle School, the Theological College, and the hostels of several religious organizations are located at Pank Hok Tung. About seventy-five foreigners are residing there, at present, besides a large number of Chinese teachers and students. A good many missionaries and merchants are also making their homes there. The Police Department has ordered a police station to be established there.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
BRITISH STEAMER
DAMAGED.
IN COLLISION WITH JAPANESE
STEAMER.

PORT SAID, September 20th.
The steamer *Baron Elcho* has a big hole in the starboard bow and several plates and frames have been damaged. Surveyors recommend discharge of cargo sufficient to ascertain the extent of the damage. The temporary repairs will probably occupy about a month.
The *Muroran Maru* has arrived at Port Said. She was slightly damaged above the main deck and the starboard hawse-pipe was broken. She is expected to sail on September 19th.

U.S. SHIPPING POLICY.
PROBABLE INTRODUCTION OF
DISCRIMINATORY DUTY.

WASHINGTON, September 20th.
Developments in the formulation by the United States of a definite shipping policy may be expected soon. It is trustworthy stated that Mr. Lusk, chairman of the Shipping Board, intends to advise the adoption of a policy of discrimination by the United States against all vessels engaged in "indirect trade." For example, British vessels plying between Great Britain and America will not be affected, but a discriminatory duty of 10 per cent. will be imposed on cargoes carried on British vessels between America and non-British ports.
The rule will be applied to all nations, but will fall hardest upon the British, the Scandinavian and the Japanese lines.
If President Harding approves of the policy, he will use powers conferred upon him by the Merchant Marine Act of 1920 to notify the nations of his intention to abrogate treaties which do not permit the application of this discriminatory rule.

AGE OF CONSENT.
PROBLEM BEFORE LEAGUE
COMMITTEE.

GENEVA, September 20th.
The Committee of the League dealing with the subject of traffic in women and children has accepted a proposal in favour of adopting the draft of the revised convention with certain reservations, regarding India, Japan and Siam, whose delegates stated that it was impossible in their countries to raise the age of consent for women from 16 to 21.

BARLIER CABLES.
DISARMAMENT CONFERENCE.
NO PROSPECT OF PREMIER'S
ATTENDANCE.

WASHINGTON, September 19th.
It is unlikely that Mr. Lloyd George will attend the disarmament conference at Washington. He keenly desires to go, but probably urgent home affairs will prevent him.

RUSSIAN INTERESTS SAFE.
GUARDED.
LONDON, September 19th.
The State Department has conveyed assurances to the Russian people that legitimate Russian interests will be carefully safeguarded at the Washington conference.ECHO OF HOHENZOLLERN
COURT DAYS.
DEATH OF CENTRAL FIGURE IN
THE "CAMARILLA."

BERLIN, September 19th.
The death is announced of the septuagenarian Prince Philip Eulenburg, the central figure in the pre-war scandal involving the ex-Kaiser's court camarilla.

EGYPTIAN COTTON CROP.
EXCITED BUYING ON THE BOURSE.

ALEXANDRIA, September 19th.
The cotton crop is unofficially estimated at three and a half million kantars. There has been excited buying on the Bourse.

MR. CHARLES CHAPLIN.
ARRIVAL IN PARIS.

PARIS, September 19th.
Mr. "Charlie" Chaplin has arrived. Little attention was shown to him, only a few persons awaiting him.

GERMAN-AMERICAN TREATY.
BENLIS, September 19th.
The Council of Empire has ratified the German-American treaty of peace.

LATEST CABLES.

COST OF LIVING.
IN GREAT BRITAIN AND STATES.

LONDON, September 20th.
While the cost of living in Great Britain dropped 2 per cent. in August, an increase of 4.3 per cent. occurred in the United States.
The cost in the United States, however, is only 60 per cent. above the pre-war rate, as compared with 120 in Great Britain.

PROBLEMS OF HOLLAND.
NECESSITY OF STRENGTHENING
THE NAVY.

THE HAGUE, September 20th.
Opening the new session of the State-General, the Queen, in the Speech from the Throne, said that the consequences of the world-war were still strongly in evidence. Holland was suffering from the general confusion of economic relations. It was everyone's duty to work most zealously and most energetically for the re-establishment of prosperity, and to exercise the utmost thrift. The Treasury figures were disquieting. The increase in expenditure in the last few years had greatly exceeded the revenue, despite the surprising increase in the latter. The revenue had reached its zenith, and was now decreasing. Any considerable increase in taxation, which already weighed so heavily on the people, appeared to be out of the question. It will be necessary to organise public life on a more modest footing. Economy was, also, necessary in the Colonies.
The international situation continued to demand serious attention, but Holland's relations with other countries were satisfactory.
Her Majesty, then, referred appreciatively to the decision of the League of Nations to establish a permanent Court of International Justice at the Hague.
The Queen announced the introduction of various bills, including one for the strengthening of the Dutch Navy in view of the necessity of the defence of the Dutch East Indies.

EARLIER CABLES.
THE IRISH CRISIS.
MR. DE VALERA'S LATEST REPLY.

LONDON, September 19th.
Mr. de Valera has replied to Mr. Lloyd George that the cause of peace is more likely to be retarded than advanced by a continuance of the present correspondence. He will readily confirm acceptance of the invitation provided that the conference is free on both sides and without prejudice should agreement not be reached.
Mr. de Valera declares that he never thought at any time of asking Mr. Lloyd George to accept any conditions precedent to a conference. "We would have thought it," he says, "as unreasonable to expect you as a preliminary to recognise the Irish Republic, formally or informally, as that you should expect us to surrender our national position."

BELFAST TRAGEDY.
LONDON, September 19th.
Week-end rioting at Belfast, in which two girls were fatally wounded by the same bullet, has resulted in the curfew hours, in the riotous district, being fixed at half-past eight instead of half-past ten.GERMAN TRADE.
GERMANY AGREEABLE TO PRO-
JECTED ORGANISATION.

LONDON, September 19th.
It is authoritatively stated, and there seems every reason to believe, that the German Government intends loyally to accept the decision of the Supreme Council to establish the inter-Allied organisation with the view to preventing import and export licences, thus meeting the Allies' demands. It is at present undecided whether the organisation is merely to watch the issue of licences and to report any unfair discrimination towards the Allies, or shall be fully empowered to veto licences. British circles favour the former course. It is hoped that the question will shortly be settled and the economic sanctions removed.

QUEENSLAND COLLIERY
EXPLOSION.
FEARED HEAVY LOSS OF LIFE.

BRISBANE, September 19th.
A week-end accumulation of gas is believed to be responsible for an explosion at the Mount Mulligan Colliery, North Queensland, by which twenty-eight miners were entombed, and it is feared that they have perished.

LATEST CABLES.
RUSSIAN FOOD-TRAIN
DERAILED.

RIGA, September 20th.
Eye-witnesses state that a food train bound for Russia was derailed, on September 18th, just outside the Latvian frontier. Twelve waggons carrying condensed milk, flour and meat were completely destroyed.
It is suspected that the train was derailed so that it might be looted.
A committee of commissars which arrived the next day found only a few bags of flour. The rest were mixed with sand and were useless.

AMERICAN LAWN TENNIS.
TILDEN'S DEFEAT.

PHILADELPHIA, September 20th.
Tilden retained the American National Lawn Tennis Championship after meeting formidable foreign opponents, but was finally defeated by the American Johnston, 6-1, 6-3, 6-1.

EARLIER CABLES.
THE PRINCE OF WALES.
OUTLINE OF ITINERARY.

LONDON, September 19th.
Reuter is assured that there is no sign of any alteration in the Prince's tour in India. His Royal Highness returns to London at the end of September from Scotland, and sails on October 26th, remaining at Malta two days to open the new Parliament.
He will be in India four months to a day, arriving at Bombay on November 17th and leaving Karachi on March 3rd, 1922.
After spending a few days at Colombo, Kuala Lumpur, and Singapore, the Prince will arrive in Japan on April 13th. The port of disembarkation is not yet fixed.
His Royal Highness will remain in Japan three weeks, returning to England via the Suez Canal, and arriving in London about June.

NORWEGIAN DISASTER.
MIRACULOUS ESCAPE OF KING
AND CROWN PRINCE.

CHRISTIANIA, September 19th.
The ceremonies attending the opening of the Dovre Railway, the second mountain line connecting north and south Norway, were marred by a disaster.
A train conveying the guests, from Trondheim back to Christiania, collided at midnight near Trondheim, with a train from Christiania. Several carriages were smashed, and six people were killed, including Mr. Hefte, Director of Telegraphs, and Col. Sejersted, head of the Norwegian Ordnance Survey, and many were injured.
The King and the Crown Prince, who were present at the ceremonies, were expected to travel by the train, but fortunately remained at Trondheim for a couple of days.

FRANCO-BRITISH FESTIVAL.
SENATOR'S SPEECH TO BRITISH
MAYORS.

PARIS, September 19th.
The Franco-British festival at Boulogne-sur-Mer attracted thousands of British visitors and large French crowds. Forty British Mayors were entertained at a banquet by the municipality. In a speech, Senator Jonart, President of the Franco and Great Britain Association, laid stress on the necessity of both nations maintaining close co-operation the world over in the economic and intellectual fields. France was impelled by no Imperialistic ambitions, but was aiming only at industrial and agricultural restoration.
Zava.

CHICAGO DYNAMITE GANG.
LEADER SHOT, OTHERS
SURRENDER.

CHICAGO, September 19th.
After six months efforts to trace the perpetrators of numerous outrages, the police are now on the track of a dangerous gang of dynamiters as the result of an encounter to-day, when forty detectives waylaid the gang, as the leader of the gang was about to hurl a bomb, at a shop. When he was ordered to surrender he lunged the bomb, wrecking the shop-front, but immediately fell riddled with bullets. The others surrendered. A subsequent search at the dynamiters' headquarters resulted in the discovery of fourteen hundred sticks of high explosive.

INDIAN AGITATORS' ARREST.
MR. SHAUKAT ALI ENJOINS
ORDERLINESS.

BOMBAY, September 19th.
The news of the arrests of prominent agitators at Bombay and Simla was received quietly except for slight disturbances at Bombay, which were confined to smashing of tram-car windows.
Mr. Shaikat Ali, who was arrested in the central office of the Khilafat Committee, has been sent to Karachi for trial. He has sent a message to Mohammedans, urging them to refrain from disturbances or strikes on account of his arrest.

FAR EASTERN CABLE
NEWS.

JAPANESE POLICY IN CHINA.

LONDON, September 19th.
A long and detailed exposition of the Japanese proposals regarding Shantung, published in London, concludes with a declaration that, with the removal of the German and Russian menace from the Far East, Japan's policy towards China has entirely changed. Japan now desires only to encourage Sino-Japanese trade, and to ensure the peaceful development of an entirely free and independent China.

OPINION IN BRITISH CIRCLES.

LONDON, September 20th.
The *Morning Post* says much satisfaction is felt in British circles at Japan's latest offer to China concerning Shantung, though it is hoped that Japan may go a little further in the way of concessions, regarding such matters as railways. The proposals are considered as a further illustration of the Japanese willingness to carry out the undertaking given to the British at the Paris Peace Conference ultimately to restore Shantung. The opinion is also authoritatively expressed that the British Government is willing to consider in the most practical and most substantial manner any proposals securing the independence and integrity of China.

JAVA EXPORT TAX AND OIL TRADE.

AMSTERDAM, September 20th.
Sir Henri Deterding, interviewed by a Press representative, declared that the maintenance of the export tax in the Dutch East Indies must lead to a shrinkage in the country's activities. He hoped that the Netherlands Government would encourage rather than impede oil export.

RECORD GALVANISED SHEETS
CONSIGNMENT.

LONDON, September 20th.
Nine thousand tons of galvanised sheets, valued at £200,000—which is the largest consignment during the past year—has been cleared at Swansea for Singapore, Shanghai and other Chinese ports.

EL-TOUR-MIROVA-
PODOLSKY CONCERT.

A special feature of the programme arranged for the El Tour-Mirova-Podolsky concert, to-night, at the Theatre Royal, is a Japanese dance by Miss Vera Mirova, in which a Japanese lady will play the music on a samisen. The concert is under the distinguished patronage of H.E. the Governor and Lady Stubbs, and promises to be a great success.

The following is the programme:
Toccata and (By request) ... Bach-Tausig.
Fugue ...
LEO PODOLSKY.
Valse ...
Aria from "Nozze di Figaro" ... Chopin.
Aria from "Didon and Enée" ... Bizet.
"I've been roaming" ... Horn.
"The lass with the delicate air" ... Dr. Arne.
"In springtime" ... Th. Morley.
ANNA EL-TOUR.

Japanese { (Harusame) } R. Yamada.
Dance { (Spring Rain) }
A Fair Tale (Op. 20) ... N. Medtner.
A Fair Tale (Op. 23) ...
Arabesque ... V. Korchmareff.
La Fille aux Cheveux de Lin ...
Legend ...
Oh quand je dors ... List.
Paysage Sentimental ... Cl. Debussy.
Mandoline ...
"When night descends" ... S. Rachmaninoff.
Hoppak ... Moosvinsky.
Marche ... Schubert.
VERA MIROVA.

BANQUE INDUSTRIELLE DE
CHINE.

REORGANISATION SCHEMES.
LATEST DEVELOPMENT.

The French cruiser *Estreée*, now in harbour, has picked up the following radio message from Bordeaux, which has been kindly supplied to us by the French Consul-General in Hongkong, Monsieur Beau:
Arrangements for the reorganisation of the Banque Industrielle de Chine include a scheme of a loan to the Chinese Government, from which would be taken the necessary amount to secure the repayment of all the Bank's liabilities.
The following discussions are also taking place:
(I.)—According to the terms of the Transactional Settlement Law, of 2nd July, 1918, no creditor can be granted a privilege; but some of the biggest creditors, namely, the Consortium Group of Banks formed in January last, and the present Banking Group preparing the reorganisation scheme, are willing to accord a privileged position (for bills, drafts, current accounts, deposits, etc.) in order to resume business.
(II.)—The above arrangements require, of course, a very precise valuation of all the liabilities, and their discrimination, with a view to a settlement. All these questions are now in course of realisation.
(III.)—The scheme will have to be approved by the Chinese Government before the loan can be issued. The negotiations with the Chinese authorities are being favourably pursued, but it seems that a definite agreement cannot be reached before the end of October.

A Bank's Syndicate has been already constituted in Paris to secure the issue of that loan, and another syndicate is in course of formation to secure the issue of the new preference shares of the Banque Industrielle de Chine.

YOKOHAMA SPECIE BANK.

PRESIDENT'S SPEECH AT HALF-
YEARLY MEETING.

The eighty-third regular general meeting of shareholders of the Yokohama Specie Bank was held at the Bank's premises on Saturday, September 10th when the accounts for the first half of this year were presented and passed.
The following is a translation of the speech delivered by Mr. Kajiwara, President of the Bank.
In presenting the business report and accounts for review, I would like to say a few words regarding the general condition of the economic world and the Bank's business at home and abroad.

ECONOMIC CONDITIONS AT HOME.

The domestic economic world during the first half of this year was, on the whole, depressed, as the result of a curtailment of various enterprises, a reduction in the scale of wages, the discharge of many workers and the consequent labour troubles throughout the world. One year has elapsed since the economic depression set in, and yet during the term under review there have been no signs of a revival. In fact, the economic world is still in a period of transition in adjusting various enterprises. This, coupled with the economic depression in the value of the currency in various countries, and other causes has brought about a depression in this country's foreign trade. A reference to statistics compiled in official and non-official quarters shows that the foreign trade during the term under review was reduced to Y.1,372,000,000, as against Y.2,758,000,000 for the corresponding period last year. The capital of various enterprises was only Y.1,177,000,000 as against Y.4,184,000,000, while the country showed a value of Y.30,484,000,000 against Y.41,194,000,000. Merchandise stored in various warehouses throughout the country declined in value by Y.730,000,000 to Y.545,000,000. This discouraging state of affairs had its effect on the money market, which has remained sluggish during the term under review. Bankers continued to adopt a cautious attitude in the granting of loans, but gave facilities to enterprises of a sound character. The flotation of national bonds, local bonds and debentures of companies was unusually brisk, these showing a total of Y.713,000,000. Availing themselves of the exchange rate, some parties abroad invested in Japanese bonds. Idle money continued to increase and in March the Associated Banks in the principal cities lowered the rate of interest. With a view to encouraging the export trade, measures were taken for granting long-term loans on certain export staples at a low rate of interest, but the desired effect was not realized during the six months under review.

ECONOMIC CONDITIONS ABROAD.

The economic world in Europe and the United States, though three years have elapsed since the signing of the Armistice Treaty, has continued depressed. The indemnity question was settled with great difficulty, but this has had no direct effect in reviving financial circles. Exports from England during the term under review were valued at £18,000,000, and the imports at £271,000,000, the figures showing a decline of £213,000,000 and £461,000,000 respectively as compared with the previous term. The coal strike has badly paralysed finances in England, where the banks continue to adopt a cautious attitude. Following the example set by the American Reserve Bank, the Bank of England lowered its discount rate in April and June. The exchange rate for the United States, though it advanced to 4 at one time, fell to 3.73 towards the close of the term under review, this being due to unfavourable conditions pertaining to the payment of the war indemnity by Germany.

In France the post-bellum business made fairly good progress, and the settlement of the food question is not considered very difficult. Owing, however, to a depression in commerce and industry there was a considerable diminution in the purchase of raw materials from abroad, and imports during the term were only 10,405,000,000 francs, a decline of 51 per cent. as compared with the corresponding period of last year. Exports amounted to 10,798,000,000, showing an increase of 40 per cent. However, the financial conditions in France were still very discouraging.

In the United States, the price of commodities and the scale of wages fell, but agricultural and industrial enterprises generally were inactive. Gold and silver from abroad flooded the market, and the reserve at the Reserve Bank increased from 41 per cent. in the last term to 60 per cent. in the term under review. Due to economic depression in Europe, trade was badly paralyzed. The foreign trade amounted to \$2,530,000,000, imports representing \$1,338,000,000. Compared with the corresponding period last year, these figures show a decline of \$1,708,000,000 in exports and of \$1,608,000,000 in imports.

SITUATION IN CHINA.

In China the political situation was very gloomy, and all orders issued by the Peking Government were ignored by the Military Governors of the various Provinces, who were fighting against each other. It appears a new policy outlined by the Foreign Banking Group in China has rendered China's finances more precarious than ever, while the great famine in North China, coupled with the civil war, has made the situation still worse. The diminution in the volume of exports and the depreciation in the value of silver have brought about a depression in economic circles. In the latter part of the term under review there was a speculative mania at Shanghai, Hongkong and other Chinese cities, resulting in the demand for money. Consequently the foreign banks at Shanghai and in other cities had a very busy time granting loans to the Chinese, and thus the exchange rate advanced gradually. A noteworthy fact is that transactions in the principal products in Harbin were unusually brisk, due to improvement in the Chinese Eastern Railway and the lowering of the freight rate to and from Vladivostok.

Business at the Yokohama Specie Bank during the term showed an increase of 60 per cent. as compared with the corresponding period of last year. Exports from Vladivostok also showed an increase.

(Continued at foot of next column.)

THE BANKRUPTCY OF
SOVIET RUSSIA.

We take the following from the *Vladivostok Daily News*:—

At the beginning of 1920 the Soviet Government issued a decree withdrawing from circulation all money tokens, but up to the present measure has given no practical results. The Soviet Government is not in a position to pay the salaries of its employees who amount to more than one third of the whole population of the country, nor can it pay for all the goods it has requisitioned from the unfortunate people, by goods manufactured in the government factories, as these factories and mills turn out practically nothing. Thus willy nilly the Government must continue to pay the workers by the old capitalist system of payment. The only practical result of this measure was the tremendous fall in the buying value of Soviet money. The monthly expenses of a half starved inhabitant of Petersburg now amounts to more than 500,000 roubles a month, and the more decrees that are published about the currency the lower its purchasing power falls. Money is now counted by the pound weight and in some cases in pounds, and the Soviets each month put a few more hundred billions into circulation. A well-known economist a professor of the Moscow University calculated the amount of money put into circulation by the Bolsheviks from the time they came into power. In 1917, all the money in circulation amounted to 15 billion roubles, in 1920 the amount rose to 324 billion roubles and in 1921 it is even impossible to imagine the enormous sum which is more than 3,000,000,000 roubles. It is now understandable why the Soviet Press is demanding the withdrawal of Soviet money as it finally discredits the Government. In France, during the whole duration of the war, only 37 million francs were issued and the bad results were immediately felt by the country; the price of living went up immediately and the value of the franc fell, finally destroying the financial stability of the country. What can be said of Soviet Russia! The fabulous quantity of paper money issued by the Government is a result of the nationalisation of the factories and all the means of production. All belongs to the Government and the Government produces nothing. Now the people, especially the peasants try to produce for themselves; every thing commencing from matches and soap and ending with buttons and clothes are made by the people for their own use. Of course, the results are very rough, but articles are turned out. The only non-producing body is the Government, how can it, therefore, raise the value of its money! The nationalisation of all the Government and private wealth of Russia by the Soviet Government, which has sold Russia wholesale and retail has brought about the complete economical ruin of the country and the economical ruin as a logical sequence has brought financial bankruptcy in its train.

JAPANESE BUSINESS MEN'S
MISSION.

The plans that have long been discussed by influential business men for the despatch of Japan's first mission of active business men to America and Great Britain have been definitely formulated and a party of about fifteen persons, including Mr. Takuma Dan, Mr. Ishii of the First Bank, and Mr. Yoneyama of the Mitsui Bank, and representatives of the leading Chambers of Commerce, is starting early in October for a six months tour of Europe, via America. The purpose of the Mission is to investigate financial and economic conditions, especially the manufacture of steel and sugar, and the silk spinning industry, and to develop friendship with a view to the harmonious development of the Orient.
Besides Baron Shibusawa, a party of five persons is proceeding to America shortly to return the visit to Japan of the Vanderbilt mission.

JAPAN'S FOREIGN TRADE.

Nearly all countries were eagerly bent on encouraging the export trade and checking imports as far as possible. Naturally the foreign trade of this country suffered considerably. So long as various countries continue to adopt such a trade policy, a revival in international trade cannot be hoped for. Exports from and imports to Japan during the term amounted to Y.573,000,000 and Y.728,000,000, resulting in a decline of Y.655,000,000 and Y.819,000,000 respectively as compared with the corresponding period of last year. In the export trade, raw silk showed a diminution of Y.102,000,000, silk fabrics Y.47,000,000, cotton fabrics Y.68,000,000, cotton yarn Y.25,000,000 and hosiery Y.14,000,000 while the export of raw material showed a remarkable decline. In the import trade, raw cotton diminished by Y.335,000,000, wood by Y.30,000,000, oil-cake Y.29,000,000, iron Y.29,000,000, and salt-petre Y.29,000,000, while machinery and woollen cloth increased by Y.21,000,000 and Y.1,000,000 respectively.

Foreign exchange dealt with by the Bank showed a diminution in proportion. Foreign exchange sold by Japan amounted to Y.145,000,000, and that purchased to Y.21,000,000. Compared with the corresponding period of last year, there was an increase of Y.79,000,000 in exchange sold, but a diminution of Y.481,000,000 in exchange purchased. Exchange bought by Japan from foreign countries amounted to Y.143,000,000, and that purchased to Y.320,000,000, being a decrease of Y.103,000,000 and Y.514,000,000 as compared with the corresponding period of last year.

Notwithstanding the general depression at home and abroad the Bank is able to report fair profits for the term this being due to the efforts of the Bank Staff. With the permission of the Central Government the Bank opened an agency at Nagoya on July 22nd.—*Japan Gazette.*

WHY SHOULD ONE DRINK

No. 10 WHISKY?

BECAUSE
ONE OUGHT.
HA! HA!

By Special Appointment



To H.M. The King of Siam.

HOTEL ROYAL

BANGKOK, Siam.

FIRST-CLASS FAMILY & COMMERCIAL HOTEL, Situated in the finest part of the town, and within easy reach of shopping and business centres, station and steamers. Splendid accommodation. Good Service. Excellent cuisine. Charges moderate. Special terms for stays of one month or longer periods. Motor Car & Carriage on hire.

Telegram Add.—HOTEL ROYAL.

MADAME A. STARO,
Proprietress.

1403

HONGKONG HOTEL GOLD STORES COMPRADORE DEPARTMENT

(Telephone No. 483)

OPEN 7.30 A.M. TO 10 P.M.

FRESH CREAMERY BUTTER

"SHAMROCK" BRAND	...	\$1.25 per lb.
CHEESE		
McLAREN'S	...	\$1.25 per jar.
FISH		
CANADIAN SALMON	...	.60 cts. per lb.
HADDOCK	...	.50 cts. per lb.
KIPPERS	...	.45 cts. per lb.
POULTRY		
CANADIAN TURKEY	...	\$1.50 per lb.
FRUITS		
GRAPE FRUIT	...	.30 cts. each
ORANGE	...	.15 cts. each
APPLES	...	.40 cts. per lb.
VEGETABLES		
CANADIAN POTATOES	...	.08 cts. per lb.

THE ABOVE PRODUCE IS IMPORTED TO OUR ORDER AND
STOCKED IN OUR OWN REFRIGERATORS.

1430

Asahi Beer

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY,
LIMITED,
TOKYO, JAPAN.

SOLE AGENTS:
MITSUMI BUSSAN KAISHA, LTD.,
HONGKONG.

THE PERIOD OF GESTATION. IMPORTANT JUDGMENT BY THE LORD CHANCELLOR.

A ruling of high importance was given by the Lord Chancellor in the Divorce Court yesterday. It concerned the period to which gestation may extend. It will have a bearing upon some divorce suits and upon some cases of legitimacy of birth involving succession to property.

The petition was that of Mr. Leonard Henry Gaskill, a fitter's improver, of Westcliff-on-Sea, who sought a divorce from his wife, Mrs. K. E. Gaskill, on the ground that as she gave birth to a child 331 days after he left her the child could not be his.

The Lord Chancellor said the husband alleged adultery by his wife with a man unknown as a consequence of which she had a male child on 1st September, 1919. The wife denied adultery and asserted that the child was the offspring of the husband. The facts raised a curious and difficult question. In September, 1918, the husband was in the Royal Engineers. He had leave from 29th September to 3rd October, 1918, which he spent at home. He overstayed his leave one day and returned to duty on 4th October, 1918, and did not return till December, 1919. On 1st September, 1919, his wife had the child. It was of more than usual, although not of conspicuous, weight. The period involved was 331 days.

In the course of the case nothing was brought forward to reflect on the conduct of the respondent. She said that she stayed away from home for one night in the company of her sister soon after her husband's departure, but from that the Lord Chancellor declined to draw any inference unfavourable to her. An allegation of adultery was a serious one; it must be properly proved; and here the petitioner could not associate his wife with any act of indiscretion, and absolutely no evidence of adultery worthy of consideration had been adduced. The petitioner asked, therefore, for a decree of divorce on an inference which, he said, was scientifically irresistible—that it was impossible to have a 331 days' period, and that, therefore, he was not the father of the child, for whom a spurious paternity must be inferred.

The case had been adjourned for scientific information to be brought to bear, and legal authorities had been cited. It appeared that no case had yet been decided on length of pregnancy alone, without evidence as to conduct and such relevant circumstances. The evidence of the experts was that while the average period was 273 days there were instances of 298, 306, and 309 days. He was satisfied that in this case he had all the available information that the present state of scientific knowledge could afford in regard to the issue in question.

NOT IMPOSSIBLE.

He had been informed by medical experts that the prolongation of the period of gestation to 331 days was improbable, but not impossible. There was evidence of cases of 315 days and 317 days; some witnesses gave 306 and 298 days as the longest in their experience. Conception might be delayed three weeks from the intercourse. When every allowance was made there was reason to believe that the period of gestation was variable; there were actual reported cases of 320, 323, 334, and 336 days.

In this case the only evidence bearing on the alleged adultery was the abnormal length of the pregnancy, and there was no evidence reflecting on the character of the respondent, who denied the adultery. He could only decide against the wife if he came to the conclusion that it was impossible, having regard to the present state of medical knowledge, to believe that the petitioner could be the father of the child. The evidence of the experts was that there was no such impossibility. He accepted the evidence of the respondent that she had not committed adultery, and he dismissed her husband's petition.

He added a concluding observation, though he could not say whether it would be useful or not. The petitioner here had conceived a natural anxiety as to the integrity of his wife, and the decision, based on medical evidence, might have reassured him on the point. The respondent should not resent her husband's attitude. They had been in this matter the sport of Nature. Both were young. They had been happy together until this suspicion arose. Now that it had gone they should at least consider whether they could not recapture that which they had lost.

The petition was dismissed.—*Morning Post* (London).

ILLEGITIMACY BILL.

PROPOSED AMENDMENTS OF LAW.

Extensive amendment and alteration of the English law relating to bastardy and affiliation are proposed in the illegitimacy Bill, which has been presented to the House of Commons by Mr. Wignall, supported by Mr. Clynes, Mr. Arthur Henderson, and Mr. Griffiths. Among the amendments of the existing law put forward are the following:—

Applications for affiliation orders can be heard and determined before the birth of the child, and the maximum weekly amount for which an affiliation order can be made is raised to £2.

Power is given to a petty sessions court to order at any time before the child attains the age of 18 a substantial contribution towards apprenticeship or special education for a trade or business; and while ordinarily an affiliation order is to continue in force until the child attains the age of 18, the order may be renewed for any period where the child is of unsound mind or physically deformed. In certain cases the Court can order payment of a lump sum to trustees.

The subsequent marriage of the parents of an illegitimate child is to legitimise the child as from birth, subject to the condition that both parents were unmarried at the time of the birth.

Affiliation cases are to be heard in camera if both parties so desire.

STAMPS FOR RUSSIA.

SOVIET PORTRAITS IN TSARIST FRAMES.

[FROM A CORRESPONDENT TO "THE TIMES."]

After two years of free postage the Soviet Government of Russia finds itself compelled to revert to the use of adhesive postage stamps. The re-opening of trade relations with foreign countries is mainly responsible for this. Inland postage being free to all, no stamps were required, but now that exchange of mails with other post offices has been introduced the need for postage stamps has become manifest.

It is reported from Moscow that a series of Soviet stamps is in course of issue in Russia. Owing to the depreciation of Russian currency the lowest denomination of postage stamps provided will be one rouble. The designs are to represent portraits of Lenin, Trotsky, Karl Marx, and other Socialist leaders, which are to be adapted to frames that formerly enshrined the likenesses of the late Tsar and other leaders of the House of Romanoff. For the 100 roubles stamp a highly artistic and allegorical design has been prepared by a Bolshevik artist. It is carried out in large oblong format and shows the classical figure of a youth, with arms outstretched, mounted upon a white horse, and leading a multitude of toilers.

Among the South American States there is a custom by which the memories of national heroes are preserved by special issues of postage stamps. Such an issue took place in the Argentine Republic on June 26th in honour of the centenary of the birth of General Bartholome Mitre, the Argentine statesman and historian. The stamps which bear his likeness, are inscribed beneath the portraits with the dates "1821-26" and "Junio-1921," and the legend, "Centenario de Mitre." They were lithographically printed at the Buenos Aires Mint in the denominations of 2 centavos brown-violet and 5c. blue. Bartholome Mitre, who died in his native city in January, 1904, led the movement by which Buenos Aires declared itself independent in 1852 and 10 years later was President of the new Argentine Republic. Mitre founded the great newspaper *La Nacion* and compiled the biographies of the two heroes of the revolution, Belgrano and San Martin.

On and after January 1st, 1922, commemorative stamps of limited duration will be accepted in payment of international postage. Hitherto their franking power has been confined to the country of their origin in accordance with a regulation adopted at the Washington Convention of the Universal Postal Union in 1907.

The Italian Colony of Libya, in Northern Africa, has just been provided with a handsome series of distinctive postage stamps, printed by the line-engraving process at the Government bank-note factory. Turin, in five picturesque types designed by eminent Roman artist. The first type, by Duilio Cambiotti, represents the head of a Roman legionary and appears on a group of three values—1c., 2c., and 3c. Abundance in the Libyan Desert, illuminated by the Star of Italy, forms the subject of an allegorical picture by Vittorio Grassi, reproduced on the 10c., 15c., and 25c. stamps. Paolo Paschetto contributes a vignette of the prow of an ancient Roman war galley with a glimpse of the roadstead of Tripoli in the background on the denominations of 30c., 50c., and 55c. A winged Victory supported by an allegory of industry rising out of the Libyan Desert, on the 1, 5, and 10 lira stamps, is from the burin of Giovanni Constantinelli. Aeneas Terzi is responsible for the symbolical head of Italia and border of palm branches on the 30c. express letter stamp.

The Dormier all metal type monoplane is the latest product from German factories and is regarded as Germany's greatest development since the war. The wing spread of the plane is 56½ feet. It can carry a load of 4,020 pounds and can make a speed of 102 miles an hour with one pilot and four passengers.

Leg Sore

A huge swelling deep—full of red clots. Aches all day; no rest at night. Then just a few drops of the gentle cooling liquid, APIOLINE, and pain goes. Sweet, refreshing sleep at night. In due time, complete cure.

For sale at all chemists, druggists, etc.
D.D.D. COMPANY, 21, ELANOR ROAD, HONGKONG.

APIOLINE

(MARQUE DÉPOSÉE)



For rheumatism, leg sores, delay, pain and other irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to any other drops and ointments.

PREPARED BY D. D. D. COMPANY, 21, ELANOR ROAD, HONGKONG.

Sole Agents: Chemists.

Williams'

Talc Powder

The disagreeableness of prickly heat and the general ill comfort connected with hot climates can be greatly relieved, and prevented if Williams' Talc is generously used.

Its fine, velvety texture, combined with the fact that it is borated and antiseptic, makes it ideal for the relief of hot weather discomforts.

At all Chemists
and Bazaars.



J. B. WILLIAMS CO., Glastonbury, Conn., U. S. A.

Agents: MULLER AND PHIPPS (Asia) LIMITED,
Hongkong.

136

HORLICK'S MALTED MILK

Drink HORLICK'S MALTED MILK. Whether a baby or "grown-up" the health-giving properties of HORLICK'S, the FOOD-DRINK, are put into operation right away.

The blood becomes purified, and the brain and body are nourished and "tuned-up," as Nature intended by pure food.

Made in an instant by the addition of a little water, hot or cold.

Of all Chemists and Stores.



HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS., ENG.

THOS. COOK & SON,

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

We beg to notify our Patrons that we have recently extended our Shipping and Forwarding Department and are now in a position to deal with the largest shipments to all parts of the world, and would point out the unique advantages we have for shipments handled by us, being a world organization with Offices at practically all principal Ports and Towns, all of which are capable of dealing with consignments large or small.

Telegraphic address: "COUPON."

Telephone No. 524.

THOS COOK & SON,

Hongkong Hotel Buildings, corner of Pedder Street,

and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA & MANILA.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

63

SHIPBUILDERS
SHIP REPAIRERS
BOILER MAKERS
FORGE MASTERS
OXY-ACETYLENE &
ELECTRIC WELDERS
MECHANICAL &
ELECTRICAL
ENGINEERS

TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

SILL (H.W.O.S.T.) 94 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

TEL. ADDRESS: "TAKOO DOCK," HONGKONG.

AGENTS.

TELEPHONE No. 312.

HONGKONG, CHINA & JAPAN.

CALL FLAG: "C" OVER A.M. PENANG.

DODWELL & CO., LIMITED.REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON

S.S. "KENDAL CASTLE" ... sailing on or about 2nd Oct.

LLOYD TRIESTINO.TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA, & DANUBE PORTS.FIUME having been reopened for traffic, cargo is also accepted for this port
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

S.S. "PERSIA" ... sailing 2nd half of October.

FOR SHANGHAIS.S. "PERSIA" ... sailing on or about 10th October
Passengers' Luggage can be insured at the Office of the Agents.**NATAL LINE OF STEAMERS.**

Sailing from Colombo to South African Ports—

S.S. "UNVOLOST" ... sailing on or about 20th Sept. from Colombo

S.S. "UMONA" ... sailing the beginning of Sept.

SOUTH AFRICAN PORTS FROM CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports.

Through Bills of Lading issued to all Overland common Ports in U.S.A. and Canada.

KASHIMA MARU ... Thursday, 29th Sept., at 11 a.m.

SUWA MARU (Nagasaki direct) ... Saturday, 29th Oct., at 11 a.m.

FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 11 a.m.

KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang,
Colombo, Suez and Port Said

INABA MARU ... Friday, 30th Sept., at 11 a.m.

KAMO MARU ... Friday, 14th Oct., at 11 a.m.

IYO MARU ... Friday, 28th Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MITO MARU ... Middle of October.

MATSUYE MARU ... End of November.

LIVERPOOL & GLASGOW via MARSEILLES

LISBON MARU ... Monday, 3rd Oct.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 31st Sept., at 11 a.m.

SIKKA MARU ... Tuesday, 19th Oct., at 11 a.m.

NEW YORK via PANAMA & COBAN PORTS.

DAKAR MARU ... Thursday, 22nd Sept.

DUBAN MARU ... Thursday, 20th Oct.

NEW YORK via SUEZ

RANGOON MARU ... End of Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CARR.

KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang and Colombo,

TATSUNO MARU ... Monday, 26th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Monday, 26th Sept.

BENTEN MARU ... Sunday, 9th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUYE MARU ... Saturday, 24th Sept.

WAKASA MARU ... Saturday, 24th Sept.

SANTO MARU ... Sunday, 25th Sept.

ATSUTA MARU ... Thursday, 29th Sept., at 11 a.m.

KAMAKURA MARU ... Tuesday, 11th Oct.

For further information apply to—**NIPPON YUSEN KAISHA**
Telephone Nos. 291 & 292 K. H. KAMEI, Manager.**YAMASHITA KISEN KAISHA.**

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN
KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hothow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 29th Sept.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 29th Sept.

For further particulars, please apply to—

M. KOBAYASHI,
Agent.

Branch Office: No. 37, Bonham Street, West, Tel. No. 155.

Top Floor, King's Building, Tel. No. 140.

SCOTTISH LETTER.

DECLINE IN CLYDE SHIPPING.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 3rd.

In the 13 months succeeding the Armistice, Glasgow shipowners disposed of a huge amount of tonnage at prices ranging from £30 to £38 per ton. When it is remembered that the pre-war price per ton was £28 to £30, some idea may be formed of the profits that were made. The inference then was that Glasgow shipowners were selling off before the slump came, with an eye to buying back at lower prices on the eve of the return of better conditions.

The present tonnage register at Glasgow shows an enormous decline since pre-war days, the difference in net tonnage between 1914 and 1920 being 616,000. Last year 75 vessels were struck off, 43 having been sold, and only 68, not all of them new ships, were added.

In the light of these figures it is asked, Do the Clyde shipowners who sold out on the crest of the wave intend to buy back at the present reduced prices? To-day the production cost of home built ships is £15 per ton, and German ships can be got for £8 per ton, but of course have to be adapted to British requirements.

If, with the margin of profit made on the 1919 deals Glasgow owners are remaining inactive, it indicates two things. One is that they do not yet consider the time ripe for rounding off the deal of 1919 by repurchasing to be ready for better trade. The other is that Glasgow's shipping may have no opportunity of reviving until running costs come down and the price of new ships approximates more nearly to the pre-war figure of £8 to £10 per ton.

Existing conditions seem all against a shipowner increasing his fleet. Freight rates are on an entirely artificial basis. In many instances they are little higher than the pre-war rates, although running expenses and insurance are still relatively high.

ABERFELDY CHANGES HANDS.

Another slice of the Brondalburne estates has changed hands. The purchase has just been concluded by Provost Haggart, Aberfeldy, and Mrs. Haggart, of the land on which the town of Aberfeldy is built, and a large portion of the famous Birks o' Aberfeldy. The Provost is the head of the firm of Messrs. L. and J. Haggart, woollen merchants. Aberfeldy, it will be recalled, was the scene of the "Regimenting of the Highland Companies," afterwards so well known as the Black Watch, the 42nd Regiment of Foot.

A GREAT SCOTCH-DUTCH STATESMAN.

The death of Lord Reay was quite unexpected, and took place at Carolside, Earlstoun, Berwickshire, after only two days illness. The Reay family had been resident in Holland for 300 years, and though titular Chief of the Clan Mackay, most of his early life was spent in that country. Indeed it was not until he succeeded to the title in 1878 that he was at all known in Scotland. Then there was the singular incident of a Scottish Peer taking out letters of naturalisation as a British subject. After his arrival in this country, the Scotch-Dutch Peer impressed himself upon all with whom he came in contact as a man of high intellectual qualities, and upon his entry into public life he attracted particular attention by the ability with which he presented the Continental point of view in international questions, while a charm of manner which suggested a French aristocrat of the old school endeared him very popular. His great family estates in the Reay country of Sutherland now belong to strangers, the major portion having been sold in the seventeenth century to pay for a regiment of 2,000 men raised for service in the Thirty Years' War. He had, however, many interests in the Border district, these being acquired by his marriage to the widow of Alexander Mitchell of Stow. This lady, who died four years ago, owned the estates of Carolside, in Berwickshire, and Laidlawstiel, in Selkirkshire. For over 20 years Lord Reay was a Deputy-Lieutenant of both Berwickshire and Selkirkshire.

LORDS REAY AND BALFOUR.

It is but four weeks since Lord Balfour of Burleigh and Lord Reay were chatting together, as was their wont, at St. Columba's Church of Scotland, Pont Street, after morning service. The same night Lord Balfour was struck down with a fatal illness, and now Lord Reay has passed away with equal suddenness. Both were eminent Imperial statesmen, both were prominent Scottish patriots, both were Knights of the Order of the Thistle, both were connected with St. Andrew's University—the one as Chancellor, the other as quondam Lord Rector—both were intense in their devotedness to the simplicities of Scottish worship and in loyalty to the Auld Kirk. Their friendship was of long standing, and now in death they are not long divided.

SCOTTISH TENNIS CHAMPIONSHIP.

To find a parallel to the wind-up of the Scottish National Tennis Championships one has to go back to 1907, when the honours were then, as now, all in the keeping of home talent. That was a year marked all over by the mystic threes—A. Morrice MacRae's third win of the singles, Mrs. Hudleston's third win of the ladies' singles, her third win, with Mr. MacRae, of the mixed doubles, and the latter's third win of the gentlemen's doubles with A. Wallace Macgregor.

Comment was made on the remarkable development in the play of Dr. G. M. Elliott, Merchant, the Scottish Champion, since pre-war days, when he was a member of the Edinburgh University team. There is an interesting explanation for this big advance in form: During part of Dr. Elliott's war service he was stationed in Egypt, and there were many opportunities for singles play in Alexandria. Among noted players were Cazale, Zerendi, and the Hon. Cecil Campbell, who was chosen, but who was unable to act as a member of the present British Davis Cup team in America. Dr. Elliott was therefore able to meet redoubtable opponents with a wide variety of play, and of studying methods and strokes of which little is known in ordinary club play in Scotland. To what good purpose he put this experience was shown in Edinburgh at the Championships.

Dr. Elliott is one of the most popular sportsmen in Scotland. No one can resist his vivacious good humour. He is not a giant, but he is a big man in pluck, skill and happy disposition.

When one thinks of Scottish lawn tennis it is impossible to keep Mrs. Robin Welsh, Liberton, the Scottish Ladies' Champion, out of mind. She is not only a great player, but is inspiring to rivals, rising to the occasion, and all connected with the sport. On her native heath of Liberton she is out early, assisting with hose pipe and line marker, and she rolls up her sleeves in everything.

CONJECTURES TO SUMMER TIME.

In the remote West Highlands the new "summer time," as I have already written you, is regarded with great disfavour, and the sin of interfering with nature is added to the sum of sins committed by the Kaiser. The new time is called "Nair a' Khasier"—the Kaiser's time; and ordinary Greenwich time is "Nair a' Chrithair"—the Creator's time. The crofters ignore the new time, and the local postman is considered to have jeopardised his immortal soul because he is forced through his work, to keep his watch one hour ahead of the Creator's time.

SAVILY WANTED.

A grand new series of contour maps of Scotland, "for the use of the open-air man," is being largely advertised. The maps contain a great many symbols indicating the character of the roads, the (comment on the Glasgow News) what most of us open-air men want are maps clearly showing the "dry" areas in the country; the roads to be avoided as having no hospitality on them; and the location of every licensed house—the last named marked clearly with a large red star.

GOLF PAYS.

Golf may not be a business, but it pays some people handsomely. One Scots business man's golf is so good and brings him so much public favour that it is worth about £1,000 a year to his firm. In America, we are told, a good golfer can obtain almost any sort of situation he desires.

AN IMPORTANT DISCOVERY.

The Scottish census returns state that Edinburgh, Aberdeen, and Dundee, all show a decreased population within ten years, and a Sassanach journal has discovered that the Scots colony in London increased by exactly the number of Scots missing from these three cities.

SIR JAMES REID, DISTINGUISHED.

Sir James Reid, the distinguished Court physician, told some stories of the late Rev. James Rust in opening a sale of work at Slaines. "Roost" of Slaines, as the parish minister was called, was a bit of a character. He published a book in which he contended that the "black rain" which fell in the back garden of his manse was due to an eruption of Mount Vesuvius, the ashes being carried across the Alps and the North Sea for 1,400 miles, and then deposited in his parish of Elton. The Meteorological Office scoffed at his theory; and the minister, to prove his case, sent them one of his own stained shirts! The "authorities," however, remained sceptical, and suggested that the "black rain" was caused by the smoky factories of Aberdeen, and perhaps even by the reek from the lungs of the manse of Slaines.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 20th

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 5 a.m.	On Date at 8 p.m.
Barometer	29.77	29.61	29.83	
Temperature	89	80	89	
Humidity	85	86	77	
Wind Direction	S	ENE	East	
Force	2	3	5	
Weather	b	c	od	
Rain	0.00	0.00	0.04	

Highest open-air Temperature on 19th ... 90

Lowest open-air Temperature on 20th ... 79

MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO., LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of

TAKASHIMA, OCHI, MUTSU, KISHIKAWA, YOSHINO, HOJO, NAGAZAKI, SATO, SHIMIZU, KANADA, KAMITAMADA, BIRAI & OTSUKI.

Agents for SAKIT Coal.

Head Office: TOKYO.

Branches & Representatives:—NAGASAKI, KANAGAWA, YAMAGUCHI, MOI, KYU, KOBE, OSAKA, TSUBUYA, NAGATA, YOKO, HAMA, TOKYO, HAKODATE, MUKOJIMA, OHTA, VILADISTOCK, PEKING, TIENTSIN, DAIKIN, TIENTSIN, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—IWASKISAL.

Codes:—AL, A.B.O. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co., Ltd.
The Osaka Marine and Fire Insurance Co., Ltd.

For particulars apply to—

KOMURA, Manager,
14, Pedder Street, Hongkong.**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION

SHANGHAI	...	"HANGSANG"	Wed., 21st Sept., 5 p.m.
SHANGHAI via SWATOW	...	"HONGSANG"	Thurs., 22nd Sept., 8 light.
STRAITS & CALCUTTA	...	"KUMSANG"	Thurs., 22nd Sept., 3 p.m.
SANDAKAN	...	"YANNIS"	Fri., 23rd Sept., Noon.
TIENTSIN	...	"CHUPHONG"	Fri., 23rd Sept., Noon.
MANILA	...	"YUENSAN"	Fri., 23rd Sept., 3 p.m.
KANGKOK	...	"CHUNSA"	Satur., 24th Sept., Noon.
KOBE via SHANGHAI	...	"CHAKSANG"	Tues., 27th Sept., 8 light.
HAIPHONG via HOBOW	...	"TAKSANG"	Tues., 27th Sept., 8 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Hothow when inducement offers.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hothow when inducement offers.

BOERNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HINSANG" and "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Sabah.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about
Thursday 22nd Sept., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-
FENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
S.S. "PEMBROKESHIRE"	27th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	27th Nov.	LONDON, ROTTERDAM & HAMBURG.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENBAR"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
M.V. "GLENAPP"	27th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "CARNARVONSHIRE"	3rd Nov.	LONDON, ROTTERDAM & HAMBURG.
M.V. "PEMBROKESHIRE"	27th Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., Agents.**

Telephone No. 215 sub-ex., 23 and 3695.

16

Cable Address: Kawasaki, Kobe. Telephone: Sansamui

Bentley's A.B.O. 5th Ed. 2844, 3933.

and S.C.C. Codes.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 8,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA.
No. 8, Bund Road.

SHIPPING NEWS

ARRIVALS.

September 19th.

Chongwa, Chinese str., 358 tons, Capt. T. Fletcher, from Pakhoi, with a general cargo.—Hing Lee S.S. & Co.

Hongkong, British str., 1,358 tons, Capt. G. S. Holmwood, from Shanghai, with a general cargo.—J.M. & Co.

Hok Canton, Chinese str., 558 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

Sunning, British str., 1,750 tons, Capt. H. A. Weyell, from Shanghai, with a general cargo.—B. & S.

September 20th.

Celebes Maru, Japanese str., 4,238 tons, Capt. J. Kurimura, from Shanghai, with a general cargo.—O.S.K.

Dakar Maru, Japanese str., 4,383 tons, Capt. H. Kishira, from Kobe and Shanghai, with a general cargo.—N.Y.K.

Euryalus, British str., 2,306 tons, Capt. G. A. Sinclair, from Amoy, with a general cargo.—Mackinnon, Mackenzie & Co.

Hinchang, Chinese str., 1,238 tons, Capt. A. C. R. Newburgh, from Canton, with a general cargo.—C.M.S.N. Co.

Jeyapore, Japanese str., 3,200 tons, Capt. W. R. Calder, from Bombay and Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Kam Yung Fat, Chinese str., 443 tons, Capt. O. Noronha, from K. C. Wan, with a general cargo.—Globe Nav. & Co.

Kwanglee, Chinese str., 1,488 tons, Capt. G. Crawford, from Shanghai and Amoy, with a general cargo.—C.M.S.N. Co.

Seechuen, British str., 1,594 tons, Capt. C. S. Ishister, from Canton, with a general cargo.—B. & S.

Tango Maru, Japanese str., 4,252 tons, Capt. B. Saito, from Nagasaki, with a general cargo.—N.Y.K.

Van Chuan, Dutch str., 2,689 tons, Capt. F. Schlette, from Singapore, with a general cargo.—J.C.J.L.

Yei Maru No. 2, Japanese str., 1,624 tons, Capt. W. Nishikawa, from Hongay, with coal.—M.B.K.

CLEARANCES.

September 20th.

Cheloo, for Kuching.

Chikung, for Tientsin.

Chipping, for Canton.

Demodocus, for Shanghai.

Hailong, for Swatow.

Hungang, for Canton.

Hawkey State, for Manila.

Hwah Chie, for Swatow.

Hwah Kiu, for Paracaval.

Kwai Wah, for Tientsin.

Kwanglee, for Canton.

Lokang, for Tientsin.

Majedtan, for Sarawak.

Majedtan, for Canton.

Seechuen, for Shanghai.

Taishun, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Kwanglee*, on September 20th: Mr. A. Karkovany.

B.I. COMPANY BUILDING MOTOR SHIP.

It has been decided by the British India Steam Navigation Co. to call all their motor ships by names commencing with the letter "D," the first letter of the word Diesel. The *Dumala* has already been referred to and will be the first of three mixed cargo and passenger ships now building. The second vessel is the *Dumana* of the same size as the *Dumala* now under construction. The *Durenda* is the name of the third ship. In all these ships Diesel engines will be installed.

PILLAGING OF SHIPS.

The report of Mr. McFarlane, says a Sydney message of August 11th, who recently conducted a Royal Commission on the pillaging of ships' cargoes, states it is serious. The pillaging of cargoes amounted last year to a value of £181,000 alone at Sydney. Collections have been taken up from the men to pay fines of convicted cargo thieves, while dishonest workers were re-employed on the wharves after punishment. The Commissioner recommends the government be invited to make receiving stolen property an offence no matter where the goods have been stolen, also to increase the penalty for being found in possession of goods reasonably suspected of being stolen.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU

AMERICAN STEAMERS

SS. "GOLDEN STATE" ... Oct. 5th ... Oct. 27th

SS. "HOOSIER STATE" ... Nov. 19th ... Dec. 11th

SHANGHAI-CALCUTTA SERVICE

Freight Only

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE,

CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Suez, Marseille, Barcelona, the S. to Baltimore, Norfolk, Bristol, London and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Macdonald, Hongkong.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Ginjo Maru* arrived at Yokohama on September 17th.

The T.K.K. s.s. *Tsuyo Maru* arrived at Yokohama on September 19th, and sails September 21st for Honolulu and San Francisco.

The P. & O. s.s. *Dunera* left Bombay on September 19th, and is expected to arrive at Hongkong about October 4th.

The s.s. *Gladius* (Blue Funnel line) left Shanghai on September 18th for London, Amsterdam and Antwerp, via Hongkong. She is due here to-day, and will sail, as above, tomorrow.

The R.M.S. *Empress of Asia* arrived at Nagasaki on September 19th, at 8 a.m., left there the same day, at 3 p.m., and was due at Kobe on September 20th, at 1 p.m.

The R.M.S. *Empress of Russia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on September 19th, and is due here on or about October 6th.

VESSELS EXPECTED.

Armand Behic (M.M.), due to-day.

Sardinia (P. & O.), due September 22nd.

Wakasa Maru (N.Y.K.), due Sept. 23rd.

Makura Maru (N.Y.K.), due Sept. 23rd.

Nagano Maru (N.Y.K.), due Sept. 25th.

Taiyuo Maru (N.Y.K.), due Sept. 25th.

Antiochus (Blue Funnel line), due September 28th.

Atsuta Maru (N.Y.K.), due September 28th.

Benarty (Ben. Line), due September 29th.

Gregory Apsar (B.L.), due September 29th.

Karmala (P. & O.), due October 10th.

Kashima Maru (N.Y.K.), due September 24th.

Kendal Castle (Dodwell Castle line), due September 27th.

Saruki Maru (N.Y.K.), due September 24th.

Shidzuoka Maru (N.Y.K.), due October 13th.

Shiyo Maru (T.K.K.), due September 23rd.

WEATHER REPORT.

September 20th, at 10.35.—Pressure has increased considerably over N.E. Japan, moderately at Shanghai and slightly at Hongkong. It is nearly stationary over the Philippines and at Guam.

An anticyclone has developed over N. China, and fresh monsoon may be expected along the China Coast.

A trough of relatively low pressure is still shown from the China Sea to the east of the Loochoos.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inch. Total since January 1st, 96.46 inches against an average of 72.74 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast.

Hongkong to Gap Rock (E. winds, fresh; cloudy, rain at times; cooler.

Formosa Channel (N.E. winds, strong.

South coast of China between (The same as Hongkong and Lamooka) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG TIDE TABLE.

From 21st to 27th September, 1921.

High Water. Low Water.

Day of Week. Days of Month. H'kong Standard Time. Height. H'kong Standard Time. Height.

Wed. 21 11 37 5 7 m 5 31 12 2 2

Thur. 22 10 24 6 7 m 5 23 12 3 3

Fri. 23 0 35 5 2 m 5 20 12 3 3

Satur. 24 0 53 6 8 m 5 15 12 3 3

Sun. 25 1 59 6 7 m 5 10 12 3 3

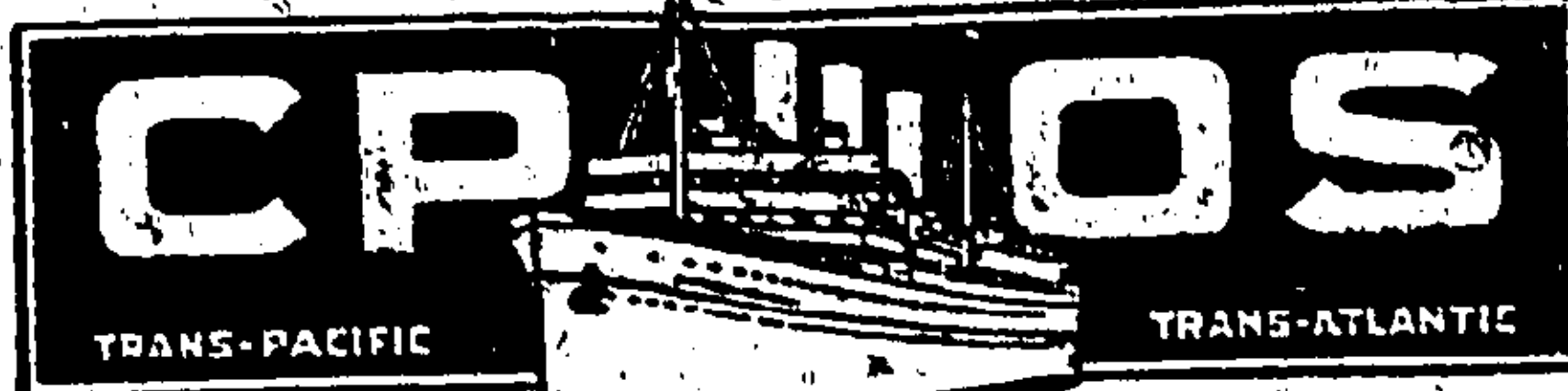
Mon. 26 3 24 6 7 m 5 11 12 3 3

Tues. 27 4 52 6 8 m 5 08 12 3 3

27 7 8 5 1 11 54 4 1

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 28	Dec. 4

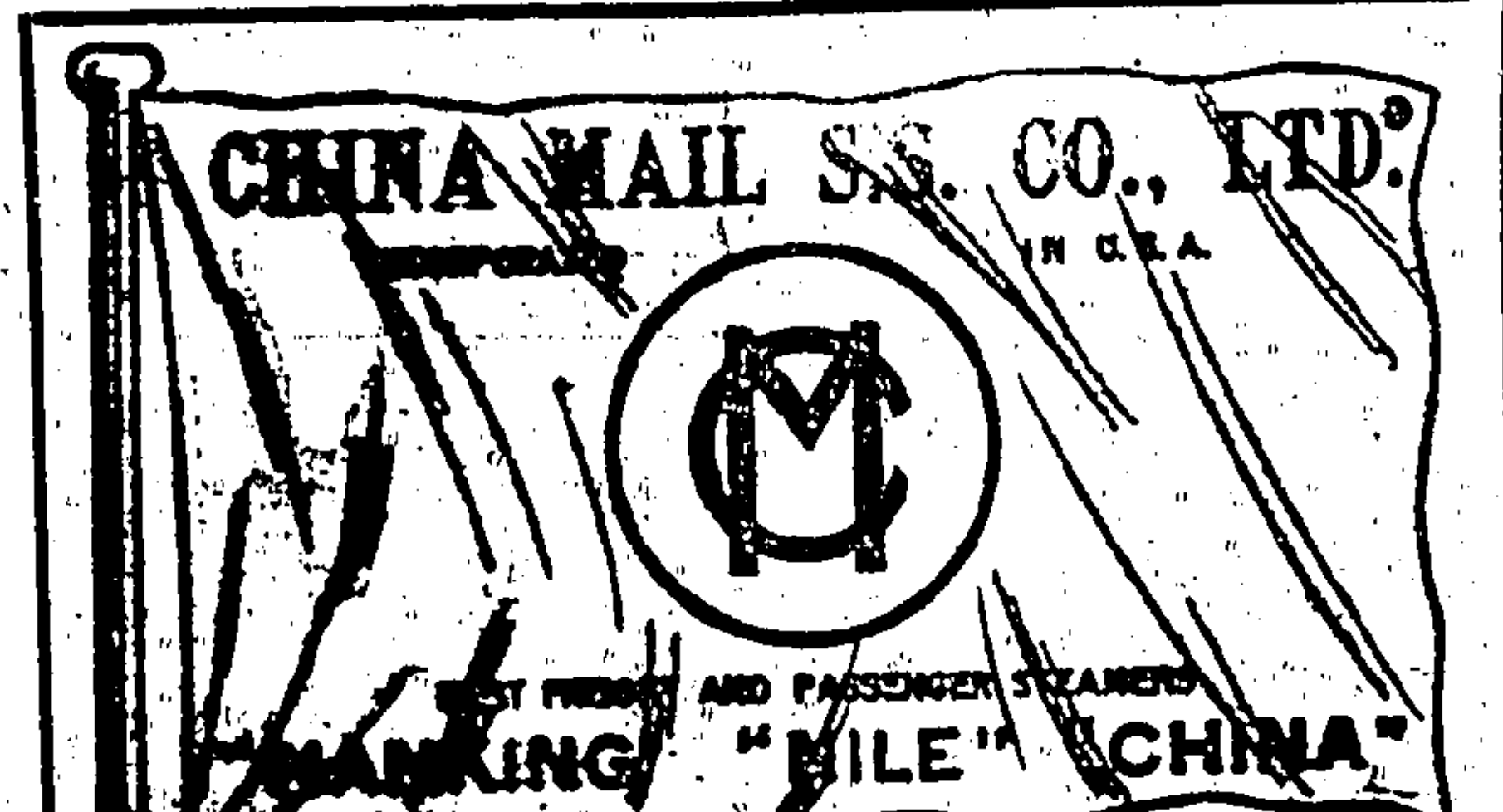
Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone 752. Cable Address GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" s.s. "NANKING"

Nov. 3rd Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING" s.s. "CHINA"

Nov. 23rd Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Telephone Passenger Dept. No. 1934.
ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.
INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang

and Sourabaya

S.S. "NILE"

October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING, Telephone Passenger Dept. No. 1934.
ICE HOUSE STREET, Tel. Freight Dept. & Agent. No. 2161.

NANYO YUSEN KAISEA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.

S.S. "CHERIBON MARU" sailing on or about 26th Sept.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "SAMABANG MARU" sailing on or about 7th Oct.

For further particulars please apply to—

K. SUZUKI, Manager,

Tel. No. 1206

No. 5, Queen's Road Central

[77]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Oct. 1st
PERSEA MARU	22,000	Oct. 15th, at 10.30 a.m.
TAIYO MARU	22,000	Oct. 29th
SIBERIA MARU	22,000	Nov. 15th
TENYO MARU	22,000	Nov. 29th

Calling at Dairen and emitting call at Keelung and Shanghai.
Calling at Dairen and emitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.
THENCE BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

STEAMERS ANYO MARU ... LEAVE HONGKONG ... Sept. 25th.
For full information regarding passenger freight and sailings, apply to—
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To VANCOUVER & SEATTLE

West Canon ... 8th Oct.
To LOS ANGELES & SAN FRANCISCO (via SHANGHAI, JAPAN & HONOLULU) 5th Oct.
West Henshaw ...
Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Road. Tel. 3008.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER and China, Japan and Philippine Island Ports.

WEST JESSUP ... sailing about 17th Oct.
WEST JAPPA ... sailing about 15th Nov.
DELIGHT ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
For rates and full particulars apply to—
FRANK WATERHOUSE & COMPANY,
4th Floor, Prince's Buildings Telephone 1062

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	23rd Sept.	27th Sept.	SAIGON
TJIBODAS	AMOY	24th Sept.	27th Sept.	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Building, First Floor Telephone No. 1674.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND
MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN

Sailings subject to alterations.
For
Selling on or about
"TJIBONDARI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 2nd Oct.
"ALDERAMIN" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 11th Oct.
"BOEROE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 2nd Nov.
"TOSARI" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Dec.
"OUDEKERK" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th Jan.
"RADJA" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 10th Feb.

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents, York Building.

Tel. 1574.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.
JAPAN CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

a.s. "BANDON HALL" ... 21st Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

a.s. "KENTUCKY" ... 2nd Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., CANTON.

THE BANK LINE, LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"HURMACHUR"	via Suez Canal	12th Oct.
"CITY OF ADELAIDE"	via Suez Canal	1st Nov.
"TYDEUS"	via Suez Canal	13th Nov.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, HEIRS & CO., CANTON.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI, KOREA & YOKOHAMA ... "ARMAND BEHIO" 11,000 ... On or about 21st Sept

MARSEILLES via HAI-PHONG, SAIGON, HONGKONG, PEN-ANG, COLOMBO, DUBOUI, SUEZ & PORT SAID ... "ARMAND BEHIO" 11,000 ... During 2nd part of Oct.

For full particulars regarding sailings, etc., apply to—

R. HODENRUBER,
Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

Occurring 9 to 10 Days.

"HAICHING"	Capt. A. H. Stewart	FRIDAY, Sept. 23rd, at 3 P.M.
"HAILOONG"	Capt. W. Cooper	MONDAY, Sept. 26th, at 4 P.M.
"HAIHONG"	Capt. W. G. Passmore	FRIDAY, Sept. 30th, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General ManagersP. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	14th Oct.	Singapore, Colombo & Bombay
"KHYA"	9,000	18th Oct.	Marseilles, London & Antwerp
"SARDINIA"	6,800	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	23rd Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"EUBALUS" ... 3,800 ... 21st Sept. 1 P.M. ... Singapore only.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	24th Sept. 11 A.M.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,600	17th Oct.	

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,400	22nd Sept. 8 A.M.	Shanghai.
"SARDINIA"	6,800	23rd Sept.	Japan via Shanghai.
"GREGORY APCAR"	5,000	28th Sept.	Shanghai & Japan.
"DUNERA"	5,400	2nd Oct.	Shanghai only.

SPECIAL STEAMER.

The P. & O. a.s. "EGYPT" is expected to leave Hongkong on or about the 18th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY - FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge. Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 days on the day previous to sailing.

For Further Information, Passenger Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.
Agents.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"KASADO MARU" (Passenger Service) Wednesday, 5th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OAKLAND PORTS U.S.A. in connection with Chicago Milwaukee & St. Paul Railway.

NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Lvs. Hongkong for Australia

"CHANGSHA" ... 1st Sept., at 3 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Transvaal Ports. For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

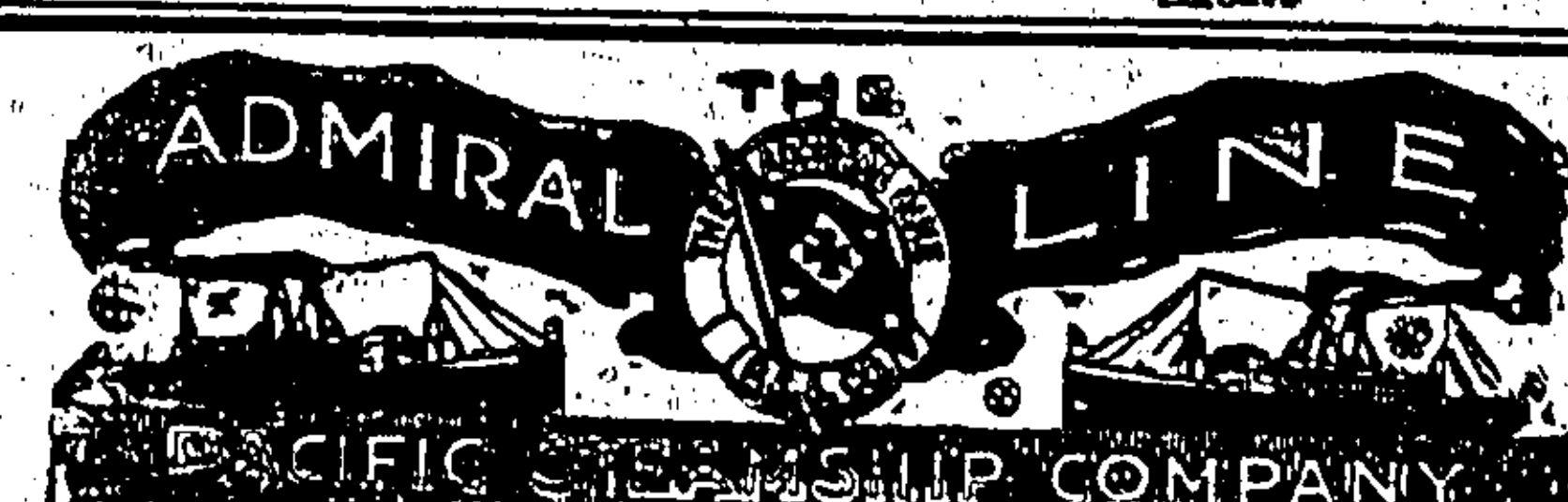
SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
SHANGHAI	"SZROHUN"	On 21st Sept.	10 P.M.
SWATOW and SINGAPORE	"KANCHOW"	On 21st Sept.	10 A.M.
AMOI & SHANGHAI	"HUNTING"	On 22nd Sept.	8 A.M.
SWATOW & SHANGHAI	"SHANTUNG"	On 22nd Sept.	4 P.M.
SHANGHAI & SINGAPORE	"CHENAN"	On 24th Sept.	4 P.M.
Witham, Cebu & Tientsin	"KUNGHOW"	On 24th Sept.	4 P.M.
BOHAW & BANGKOK	"CHANGCHOW"	On 27th Sept.	1 P.M.
SWATOW & BANGKOK	"CHANGCHOW"	On 27th Sept.	1 P.M.
SHANGHAI	"SINKIANG"	On 27th Sept.	1 P.M.
SHANGHAI	"SOOCHOW"	On 29th Sept.	1 P.M.
BOHAW, PAKHOI & HPHONG	"KAIPOH"	On 30th Sept.	1 P.M.
SHANGHAI & SINGAPORE	"YINGHONG"	On 1st Oct.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

Arrive Seattle

S.S. "SILVER STATE" ... Oct. 22nd ... Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st ... Oct. 23rd Arrive San Francisco.

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "PAULET" Sept. 25th.

S.S. "COLETT" Oct. 15th.

Through Bills of Lading issued to connected common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" Sailing Sept. 26th.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS, Telephone 2477 & 2478. PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SCHODACK" 27th Sept.

S.S. "JADDEN" 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

AGENTS. 5th Floor

HOTEL MANSIONS.

[17]

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers

For BOSTON

and/or

NEW YORK

For Freight and Particulars apply to—

FURNER, (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building

Telephone 2110.

Telegrams "Furner".

[16]

